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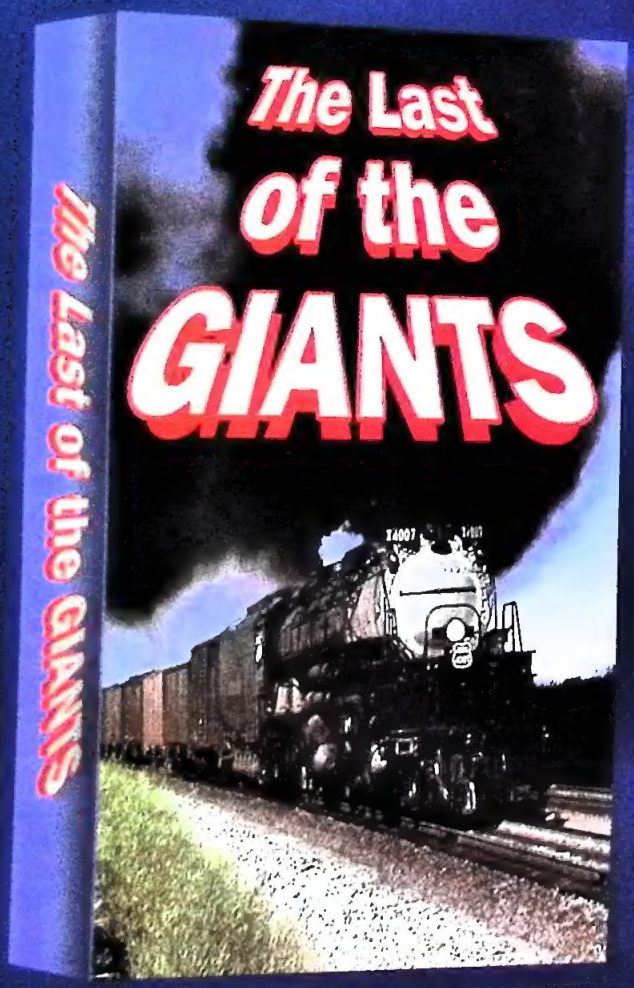

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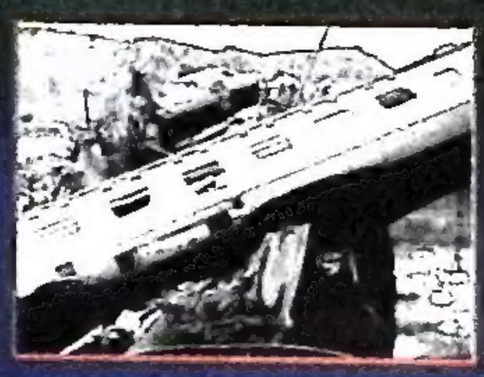

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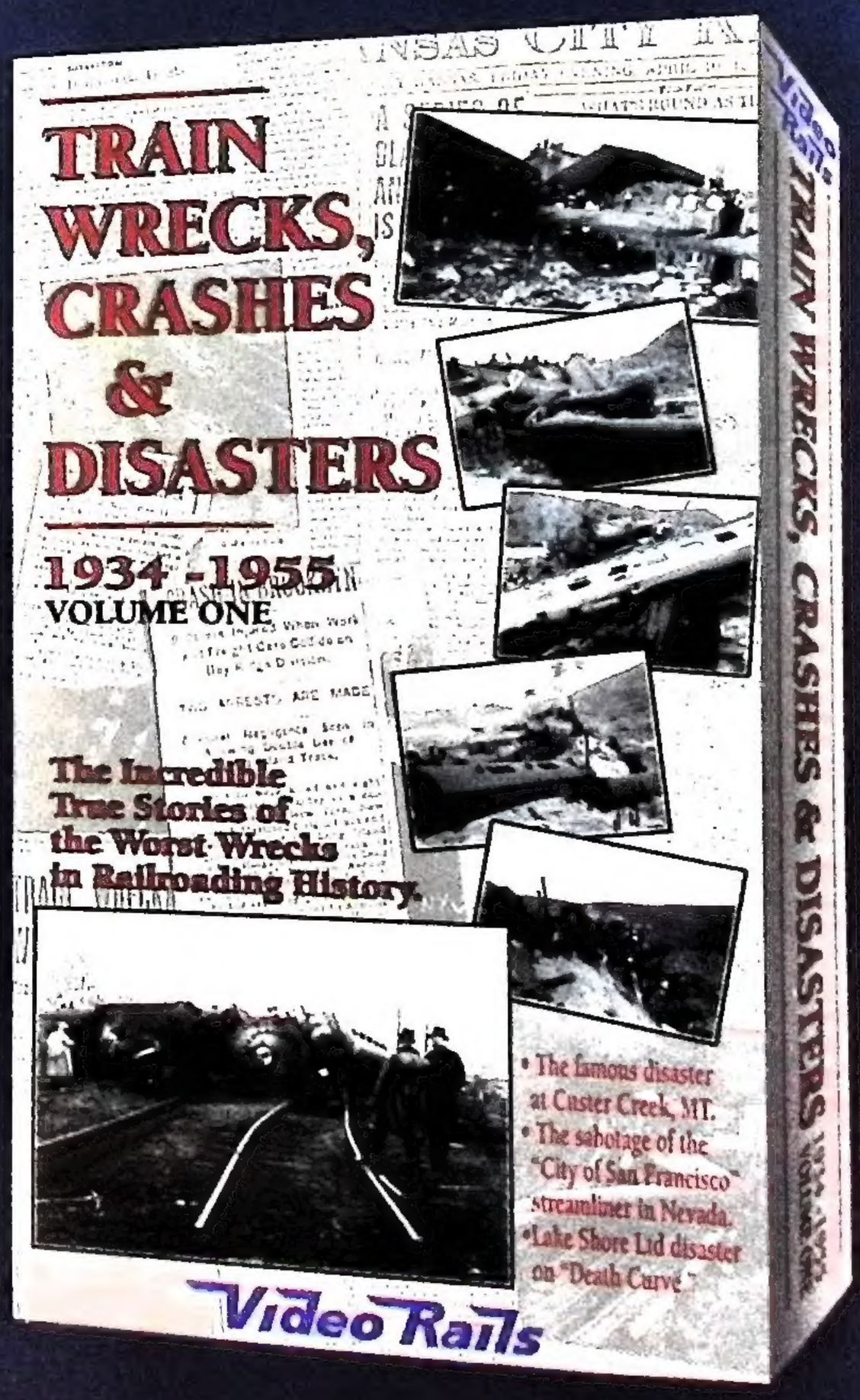
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KODACHROME: BRUCE C. NELSON

CTA CENTENNIAL CARS 1892 and 1992 (in reality 2007 and 2008) were at Skokie, Illinois, on March 17 in the new paint and lettering celebrating 100 years of Chicago rapid transit. See TRANSIT CURRENTS for details.

Railnews

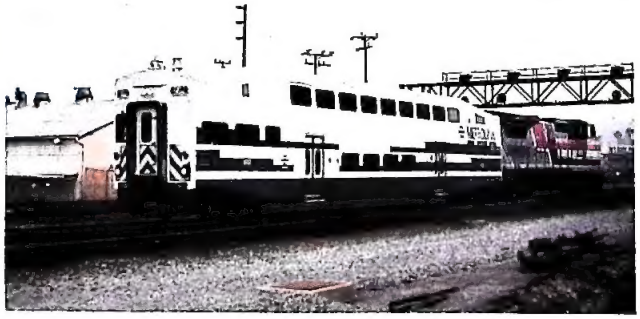
A SEPTA EXCURSION for the Philadelphia Chapter NRHS on March 29 used an AEM7 and push-pull train. It posed under the N-5 car at Norristown **(right)**. See TRANSIT CURRENTS.

AMTRAK ROADRAILERS were led by a special test train from Philadelphia west to Harrisburg **(below)** and back again on March 24, reaching speeds up to 125 m.p.h. See page 46.

KODACHROME: MITCH DAKELMAN

EKTACHROME PROFESSIONAL 64X DAN CUPPER

KODACHROME: TOM SAVIO



KODACHROME MIKE ROBERTS

METROLINK CARS like the one seen arriving LAUPT on April 10 will be part of a new commuter rail service in southern California being launched in late 1992. See page 46.

DASH 8-40CW 800, the first of 67 six-axle Super Fleet GEs for Santa Fe, was at Argentine, Kansas, **(left)** on April 14. With some slated for unit coal train service, they have a modified cab roof to clear the fast loaders at the coal mines in New Mexico.

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From the Publisher's desk: Amtrak's *Auto Train*

I hadn't photographed *Auto Train* equipment since a number of their dome cars showed up briefly in their original paint on a Susquehanna fantrip a few years back — a sight I had never expected to see. Most of the cars soon headed elsewhere. I had ridden the original *Auto-Train* in 1976 when the cars were white with red and purple trim. Baldwin switchers did the dirty work at Sanford and Lorton. The trains were normally hauled by two GE U36B locomotives. *Auto-Train* came to a screeching halt following two disastrous accidents.

Several years later, Amtrak, realizing that there was a market for this unique train service which lets you take your car from Up North to the sunnier, warmer climes of Florida, started the service again on a three-times-a-week basis. With Congress snorting down their back, Amtrak had to be sure this was a service that would not be a money loser. The first year of Amtrak operation saw a $1,000,000 profit. Last year *Auto Train* netted $12,000,000.

Amtrak's personnel are duly proud of their capabilities. The service crew can replace a wheel set in 15 minutes. All *Auto Train* cars are given a complete going-over every 120 days in which broken or damaged parts are repaired or replaced, and the entire car is blown clean with a giant blower. The Lorton facility normally handles only *Auto Train* equipment. Amtrak RS units have replaced the old Baldwin switchers for train make-up and switching.

In April I had a tour of this unique Amtrak train at Sanford. The auto carrier cars are much the same as they were under the previous management, though they no longer use the few single-level car carriers. Some passengers with vans are able to manage the clearances by loading their vehicles with sand bags or by letting the air out of their tires. Happily, Amtrak is aware of the growing use of vans and is converting one or more car carriers to handle the taller vehicles.

Amfleet coaches and lounge cars are used for coach passengers while sleeping car passengers get to ride Heritage equipment, the older sleeping cars acquired from the railroads, all of which have been rebuilt. Sought after are the bedrooms with vanity mirrors, which are offered on some sleepers — but passengers never know if they will get one of these rooms until they have boarded their train. Movies are shown at night in a lounge car. There are still some dome cars, including a few which are full length. I inspected one new dome car recently acquired by Amtrak from a Canadian tour operator, handsomely outfitted with wood trim. Coach passengers are free to use dome seats even though they are assigned other seats.

The good news is that the Amtrak *Auto Trains* are being completely reequipped in 1994 with new SuperLiner equipment, so if you want to ride the old stuff, plan a trip to Florida, or maybe Up North, now. Amtrak saves about 900 miles of auto travel, a fact making it extremely popular with older Easterners vacationing or wintering in Florida. Market research indicates the former Louisville route for Chicago passengers would not be economically viable, although someday the Lorton run could be extended further north, saving New Yorkers up to five hours driving time. Rates are somewhat cheaper off season. Amtrak's phone number is easy to remember: 800/USA-RAIL.

RAILFAN & RAILROAD

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Cover

In this era of short lines created from discarded remnants of the mega-mergers, it's refreshing to find a "traditional" short line with a heritage of a hundred years. Such is the Aberdeen & Rockfish of North Carolina, which dieselized with two brand new F3s back in 1947 and 1948 which were rendered in a classic EMD Styling Section variation on the Southern Railway livery. Artist Don Wallworth of Ho-Ho-Kus, N.J., did this painting — which hangs today in the office of A&R President Ed Lewis — of the 200 at Rockfish, N.C., based on a photo by Jim Shaw. That EMD paint scheme continues to this day on the A&M's Geeps, like the 205, seen switching at Raeford amid the spring blossoms on April 4, 1991. Jim Wrinn pays a Centennial tribute to the A&R in his feature article which begins on page 59. Kodachrome by Sandy Burton.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., Phil Hardin Road (Fredon-Springdale Road), Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1992 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $25.00 per year, $47.00 for two years, $67.00 for three years. Foreign: $31.00 per year, $61.00 for two years, $90.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

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Fanmail

Nickel Plate "900s"

There's an interesting link between the photos of NKP 900 and Great Miami 30 in RAILNEWS (page 68, May 1992 R&R). Great Miami 30 was originally Nickel Plate 902, later N&W/NS 2902. In 1988, this unit was temporarily "restored" to NKP colors by the Mad River & NKP museum, which hosted the NKPH&TS annual convention that year. The 902 was re-striped and re-lettered with yellow contact paper on the sides and short end, and it powered a Bellevue-Sandusky trip as part of the convention program. She looked remarkably authentic and brought back a lot of memories!

Wonder if she'll ever look like her sister 900 again?

PETER K. SHEPHERD
Fairport, N.Y.

Directions to the Twin Ports

I enjoyed the article "From the Twin Cities to the Twin Ports" by Steve Glischinski in the May '92 issue. In 1963 I worked for the Great Northern between Brook Park and Coon Creek Junction. The GN line-ups and train orders read "west" for north or west and "east" for south or east.

ALFRED E. HOWEN
Devils Lake, N.D.

CPR plow 400875 in service

On page 47 of the May 1992 issue there is a photo of CPR snowplow 400850 recently presented to the Henry Ford Museum. Interestingly, on the cover of Boston & Maine Historical Society's publication *"Moguls, Mountains and Memories"* is a color photo of CPR 400875 being pushed by an RS3 and shoving a little snow. The headlight is on, the wings are one-third out, and the snow is up one-third on the wedge. This is an almost head-on shot, but it is very pretty and shows the cupola just over the 8400-series RS3. The book I have is a 1971 edition, and the photo location is between Newport and St. Johnsbury, Vermont.

HARVEY GARDNER
Scituate, Mass.

A matter of opinion

I thoroughly enjoyed your coverage of Santa Fe 3751 in the April edition, especially Stan Kistler's reminiscences. The whole issue? Absolutely! The 3751 team has done a wonderful job indeed.

One nagging question regarding these 4-8-4s, and Santa Fe steam in general: why were the boiler handrails always such a mess? They sure detracted from the looks of many Santa Fe steam locomotives.

KURT ARMBRUSTER
Seattle, Wash.

Santa Fe drifting valves

I question your statement on page 71 of the April issue concerning "Unique to the Santa Fe, these drifting valves would...." What did

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you mean here? Drifting or bypass valves *per se*, or the particular application on the AT&SF?

I am reasonably sure you meant the particular application in question was "unique" to the AT&SF, but I can assure that such types of valves were incorporated in the vast majority of modern steam locomotive designs. True, I have not seen the "Wilson" fittings on any roads other than the AT&SF.

To be technically correct, drifting and bypass valves are not the same. *Cylinder Bypass Valves* allow communication between both ends of the cylinder and the interior cavity of the piston valve which equalizes pressure in these areas when the throttle is closed, thus preventing excessive pressures to build up within the cylinder assembly. The valves are located on the cylinders proper. A bypass valve has nothing to do with admitting steam to the cylinder.

Drifting Valves allow small amounts of steam to be admitted to the steam chest when the throttle is closed and the engine is drifting to provide lubrication and to act as a cushion to the reciprocating parts and to eliminate pounding and unnecessary wear on these parts. The drifting valve could be located in the steam chest, throttle valve or just about any desirable location on the engine.

I am not familiar with the Wilson valves you mention, but I suspect they were in fact "Cylinder Protection Valves" which were a combination of both bypass and relief valves. Such combination valves were also marketed by Prime and Vilco. In many applications, saturated steam, not superheated, was admitted to the cylinders when drifting due to higher moisture content which would provide more lubrication.

I did note that in his longer article on the AT&SF 4-8-4's in the February 1987 issue of *Trains*, Lloyd Stagner referred to these valves as being of the "Wagner" brand.

The AT&SF 3751 issue was great, and Lloyd's article was excellent as expected.

THOMAS D. DRESSLER
Portsmouth, Ohio

✒ *The valves were, indeed, Wagner, not Wilson, and these specific types were unique to the Santa Fe* — J.B.

Pennypacker on E44s

The May 1992 issue of R&R was of special interest to me because it contained the well written and most complete report about Pennsy's class E44 electric rectifier locomotives. My personal interest in this subject comes not only from being a longtime PRR fan, but from writing my own story about the E44 class for *Electric Lines* Magazine in the March/April 1988 issue. Therefore, I would like to mention several points that could stand correcting.

The 4465 is not the only E44 that has been preserved. General Electric also has saved the 4400 at its Erie, Pa., Locomotive Division facilities. This means that both the first and last E44 have been retained for historical purposes.

Class E3c, as given in the text on page 53, should be class E2c having two C-type trucks. For want of a better classification method, those 1951 experimentals received E-classes based upon their truck arrangements. The two GE alternating current demonstrators came to Pennsy bearing Nos. 5020 and 5021 which obviously were Great Northern numbers applied when they were out there testing. The Pennsy numbers then became 4943-4944 as mentioned in the text.

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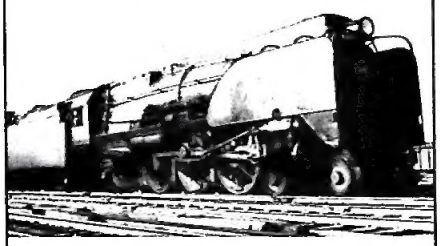

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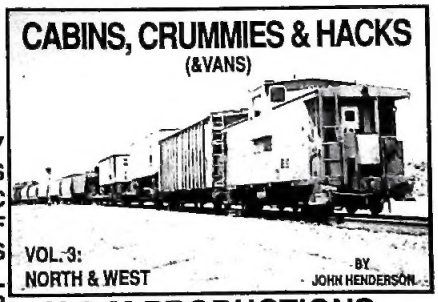

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On page 56, the explanation of how and why Amtrak charged Conrail for the use of its electrified tracks should be as follows. When Conrail was formed in 1976, its Northeast Corridor and Harrisburg line were to be sold to Amtrak over a five-year payoff period. During that time, Conrail had free usage. However, Amtrak accomplished its payoff in only three years by 1979 and immediately began imposing user charges that were greatly in excess of the usual standards. These charges continued to increase and reached as much as 38 cents a car mile plus costs for electric power and even trolley wire wear. Meanwhile, an FRA study done by Gibbs & Hill was aimed toward extending the electrification not only from Harrisburg to Pittsburgh (as mentioned in the story), but also from Oak Island yard in North Jersey to Harrisburg via Lehigh Valley and Reading by way of Philadelphia. This would have solved two costly operating problems; (1) avoiding the use of Amtrak for most trains and (2) extending the overall use of electric locomotives which were greatly under-utilized with too much layover time.

Needless to say, the foregoing plan was only a grand proposal on paper and got nowhere. So when L. Stanley Crane was appointed to the chairmanship of Conrail early in 1981, one of his first actions was to shut down the costly electrified operation. Electric freight service actually ended on March 31, 1981, not on February 11, 1980 as given in the text on page 56.

In addition to the list of places where the E44 ran, you can add Pavonia Yard in Camden, N.J. This is shown on the map of electrified lines that accompanies the story.

Finally, let's look at the applications of silicon solid state rectifier equipment, as the numbers of diodes varied. The original application employed 384 silicon diodes as mentioned in the text. However, later applications used an improved version having only 192 diodes.

BERT PENNYPACKER
Philadelphia, Pa.

From "Extra 142's" conductor

I enjoyed the Forero/Del Vecchio article, "Steam Returns to the Susquehanna." It was interesting and informative, and the photos were great. It was fun to have steam back in Vermont, even if for only a few days.

It was my good fortune to be assigned as GMRC conductor of the January 25 train that was involved in the "*Ethan Frome*" filming. If I may, for the record, correct a few minor errors that crept into the "*Ethan Fromme*" (sic). Please note there is only one "m" in "Frome." We did indeed steam out of Bellows Falls before sunrise — we OS'd at 06:19 hours. The thermometer hovered around zero degrees all day, and the stove in the ex-Rutland combine 260 (not 860) was cherry red. Dawn was breaking just as Extra NYSW 142 North, the 260 and ex-Rutland coach 551 (built in 1913, not 1910) arrived at the first film location, Crazy Woman Crossing. The film crew shot a couple of scenes at this location, and then the train moved to Bradish Crossing for the rest of the day. The latter is approximately a mile north of Crazy Woman Crossing. Filming continued until after dark, with floodlights providing the light for the last couple of scenes.

The train crew consisted of engineer David Conrad, fireman Pat Campion (both of the Valley Railroad), GMRC pilot/CMO Erik

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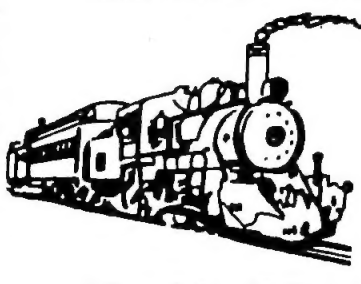

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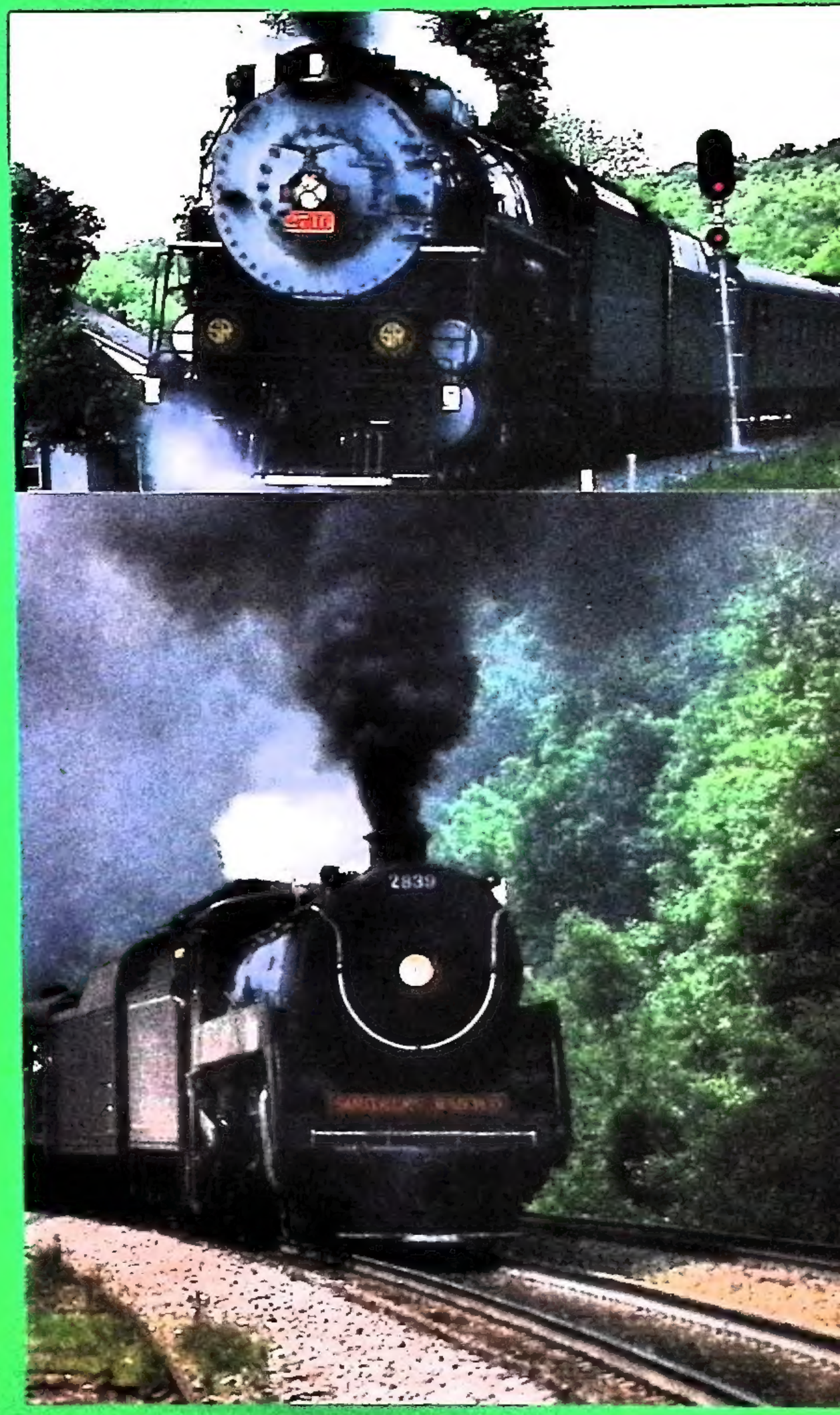

PART I

4501 from atop the cliffs and level with the cab window thru the Great Gorge of the New River. 610 across the plains of Texas on freight and with the Freedom Train. Climbing the Blue Ridge together: the Southern Mike that started it all and the monster Texas and Pacific 2-10-4. Each solo and doubleheading. 42 mins. **$29.95**

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Young and myself as the GMRC conductor. When the hog law caught up with us at 1730 hours, a relief crew arrived at the film site with GMRC GP9 1850 to later pull the train back to Bellows Falls. The relief crew consisted of engineer Kevin Smith, conductor Scott Whitney and Fred Bailey (now GMRC dispatcher, rules examiner and safety officer) who put his many years of Steamtown experience to use in the cab of the 142 on the return trip.

ROBERT C. JONES
Burlington, Vt.

NYS&W 142 correction

"Steam Returns to the Susquehanna" by George A. Forero in the May '92 issue was terrific!

My wife Helen, son Rob and myself watched it come into the Saratoga Springs, N.Y. station where it tied up for the night before going to Binghamton the next day. I would like to make one correction: From Whitehall to Saratoga Springs the 142 was pulled by a CPR diesel and not a D&H GP38-2 7309 as reported in the article. Otherwise the article was great.

DAN HEFFNER
Gansevoort, N.Y.

"C"-ing Keokuk

I would like to point out an error in the caption of my TP&W slide that appeared in the April 1992 issue. The proper name of Keokuk Junction Pullman No.1 is *Chief Keokuck*. I'm sure you thought I had made a typographical error when I put a "c" in "Keokuck," but that really is the name that appears on the car.

JAMES DuBOSE
Sherman, Ill.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1992 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Engine 611 is N&W Class J 4-8-4, 4501 is Southern Railway 2-8-2, and 1522 is Frisco 4-8-2.

June 6-7, 611 Ft. Wayne-Peru-Lafayette, Ind., round trip each day (FWRH); **June 13-14**, 611 Chicago-Ft. Wayne round trip each day (CNRH); **June 20**, 611 Portsmouth, Ohio, to Williamson, W.Va., and return for N&W 100th Anniversary (CPH); **June 21-24**, 611 "Independence Limited Excursion" (RNRH); **June 27-28**, 1522 St. Louis-Glen Carbon, Ill., round trip each day (StLN).

July 11-12, 611 Detroit to Ft. Wayne and return each day (BWC); **July 18**, 611 Buffalo, N.Y., to Girard, Pa., and return (NNRH).

August 8, 611 Erie, Pa., to Rocky River, Ohio, with diesel return (LSRH); **August 15-16**, 611 Cleveland-Bellevue-Columbus round trip each day for Ohio State Fair (MADR); **August 24**, 611 Roanoke to Radford, Va., and return for National Guard Assn. Convention, (RNRH).

September 12, 4501 Asheville, N.C., to destination to be announced (ASHV); **September 13**, 4501 Asheville to Bulls Gap, Tenn., and return (ASHV); **September 19**, 611 Cincinnati, Ohio, to Muncie, Ind., and return (CRC); **September 20**, Cincinnati to Danville, Ky., and return (CRC); **September 26-27**, 611 Lexington, Ky., to Chattanooga, Tenn., with overnight layover and return (BGRM).

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October 3-4, 4501 Huntsville, Ala., to Chattanooga round trip each day (NARM); **October 10**, 611 Roanoke to Walton, Va., two round trips (RNRH); **October 11**, 611 Roanoke to Bluefield round trip (RNRH); **October 17**, 611 or 4501 Greenville, S.C., to Atlanta and return (GVN); **October 18**, 4501 Greenville to Columbia, S.C., round trip (GVN); **October 24**, 611 Charlotte to Asheville, N.C., via Salisbury round trip (PCCN), **October 25**, 611 Charlotte to Asheville via Saluda Hill round trip (PCCN), **October 31**, 611 Greensboro, N.C., to Roanoke and return (GNRH); also in **October**, trips will be run out of Chattanooga for (TVRM).

November 1, 611 Greensboro to Asheville, N.C., round trip (GNRH); **November 7**, 611 Atlanta to Toccoa, Ga., round trip (ANRH); **November 8**, 611 Atlanta to destination to be announced (ANRH); **November 14-15**, 611 Birmingham, Ala., to Chattanooga and return each day (HOD).

The sponsoring organizations are (ANRH) Atlanta Chapter NRHS, P.O. Box 333 Tucker, GA 30085, (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 523 Merriman Ave., Asheville, NC 28804; (BGRM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068; (CNRH) Chicago Chapter NRHS, 5246 South Newland, Chicago, IL 60638; (CPH) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707, (CRC) Cincinnati Railroad Club, P.O. Box 27050, Cincinnati, OH 45227; (FWRH) Ft. Wayne Railroad Historical Society, P.O. Box 11017, Ft. Wayne, IN 46855; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406, (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (LSRR) Lake Shore Railway Historical Society, P.O. Box 571, North East, PA 16428; (NARM) North Alabama Railroad Museum, P.O. Box 4163, Huntsville, AL 35815; (NNRH) Niagara Frontier Chapter NRHS, 4 Alabama Place, Lockport, NY 14093; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (StLN) St. Louis Chapter NRHS, 11320 Colonade Center, Des Peres, MO 63131.

SPRINGDALE, ARKANSAS, through Fall 1992. Arkansas & Missouri mixed trains depart at 8am on Wednesdays, Fridays and Saturdays for round trip on the scenic south end to Van Buren and Fort Smith. Ex-CNJ and Erie coaches are hauled on rear of A&M Alco-powered working freight. Wednesday trips $29.50, Friday or Saturday $34.50. Contact: Arkansas & Missouri Railroad, 107 N. Commercial Street, Springdale, AR 72764; 501/751-5763.

TORONTO, ONTARIO, June 5-7. Railway Station Historical Society Annual Convention hosted by *Canadian Station News*. Non-members welcome. Friday night: station slide/photo sale and swap. Saturday and Sunday: tours of stations, banquet Saturday night with theme speaker. For details send SASE to: Convention '92, *Canadian Station News*, P.O. Box 171, Cobourg, Ontario K9A 4K5.

WEST CRESSONA, PENNSYLVANIA, June 6-7. "Railfan Weekend" on the Reading & Northern and Blue Mountain & Reading Railroads. Saturday 4-6-2 425 will power passenger train on R&N to Reading and return and mixed freight to Tamaqua and return. In addition, RDCs will run rare mileage Auburn spur on trip to Reading and return. Saturday night photo session at West Cressona with 425 and diesels.

Sunday "Early Bird" RDC trip on BM&R from Hamburg to Temple and return, noon 425 Hamburg to Temple on mixed train, , afternoon Reading Alco C630 on mixed and 4pm finale with Reading C630 and GP30 on mixed train.

Individual trip tickets (ranging from $6 to $20) available as well as Saturday package for $42 and Sunday pass for $10. Extra fare reserved Vista Dome seating available. VISA and MasterCard accepted. Contact: Railfan Weekend, P.O. Box 425, Hamburg, PA 19526 or phone (Monday-Friday 9am-5pm) 215/562-2101 or 215/562-4083. For ticket sales only, call 800/345-7215.

WORCESTER, ACCOMACK & NORTHAMPTON DAYCOACH (WAND, Inc.), Box 135, Parksley, VA 23421, will operate two round trip excursions on each day shown below over historic New York, Philadelphia & Norfork trackage using vintage cars and Eastern Shore Railroad SD10s. Adults $13, ages under 13 $8.

June 6, Parksley, Virginia, to Pocomoke City, Maryland.
July 25, Pocomoke City to Parksley.

WISCONSIN DELLS, WISCONSIN, June 6-7. Railfan Weekend at the 15-inch gauge live steam Riverside & Great Northern Railway, Stand Rock Road, 10am-5pm. All operable equipment will run, with photo runbys. Single trip $3.50, all-day ride pass $10. Contact: R&GN Preservation Society, Bill Koster, P.O. Box 842, Wisconsin Dells, WI 53965; 608/254-6367

DILLSBORO, NORTH CAROLINA, June 6-7. Two-day steam excursion on Great Smoky Mountains Railway featuring 2-8-0 1702, open-window cars and caboose on the ex-Southern Railway Murphy Branch, highlighted by 4.2% Red Marble Gap Grade. Train Dillsboro-Murphy with bus return Saturday; bus Dillsboro-Murphy with train return Sunday. One day $75, both days $140 (does *not* include overnight accommodations at Murphy). Contact: NCTHC, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

CHICAGO, ILLINOIS, June 7. Railroad Club of Chicago excursion to LaPorte County Historical Steam Society in Hesston, Indiana, using scheduled South Shore Line trains Chicago-Michigan City and chartered bus Michigan City-Hesston. Departs Randolph Street 10am, returns 7pm. Fare $30, under 12 $15, includes rail and bus transportation and two rides at museum. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

SACRAMENTO, CALIFORNIA, June 12-14. California Railroad Festival at California State Railroad Museum. Extended museum hours, interpretive exhibits, film and video shows, models and a rare chance to tour the cab of SP Cab Forward 4294. Contact: California State Railroad Museum, 111 I Street, Sacramento, CA 95814; 916/448-4466.

LOWELL, MASSACHUSETTS, June 12-14. Boston Chapter NRHS "Boston Trolley Meet" at Sheraton Inn, 50 Warren Street, 7pm-11pm Friday, 9am-5pm Saturday. Special trip to Seashore Trolley Museum Sunday. Show admission $6, separate fee for Sunday trip. Contact. George Turnbull, Boston Chaper NRHS, Box 252, Newtown Station, Boston, MA 02258.

LOWVILLE, NEW YORK, June 13. First Annual Lowville & Beaver River Railroad Railfan Weekend featuring Shay steam-powered photo freight and GE 44-tonner passenger special. Photo stops accessible only by rail. Night photo session. Additional activities being planned for Sunday. Contact: L&BR Railfan Weekend, 4 Ascot Drive, Rochester, NY 14624; 716/889-1005.

CHAMA, NEW MEXICO, June 13. 4th Annual Moonlight Charter Train on Cumbres & Toltec. Depart mid-afternoon, return under moonlight. Meet and photo runbys en route, steak dinner at new Osier dining facility. Portion of $55 ticket price is tax-deductible. Contact: Friends of the C&TS, 7801 Acadamy NE, Building 2, Suite 102, Albuquerque, NM 87109; 505/822-8200.

SHOSHONE, IDAHO, June 19-21. Iron Horse Round Up featuring restored equipment, memorabilia, model railroads, antiques, Native American artifacts, vintage farm and horse equipment, Western music, cowboy poetry, food and more. Contact: The Iron Horse Round Up, 850 West 620 North, Shoshone, ID 83352, 208/886-2324 or 208/886-2058 in Idaho, 800/255-8946 outside Idaho.

COUNCIL BLUFFS, IOWA, June 19-21. Milwaukee Road Historical Society Association 1992 Annual Convention at Best Western Frontier Motor Lodge, 2216 27th Avenue. Friday night program with Camerail group of Omaha plus programs, memorabilia sales and more. Non-members welcome. Contact: Leo Dorn, 5711 Modernaire Street, Madison, WI 53711; 608/271-0350.

WEST LEESPORT, PENNSYLVANIA, June 20-21. Mauch Chunk Special on the Reading & Northern using BM&R RDCs. Depart 9am both days (don't confuse R&N's West Leesport station with BM&R's Leesport station). Run to Jim Thorpe via Catawissa Connection, Haucks and the ex-CNJ Nesquehoning Valley Branch. Food service onboard. Seating limited. Adults $32, children $28. Send payment and SASE to: Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066-0700. For information phone 908/454-4848.

IRON HORSE RAMBLES on the Reading & Northern with BM&R 4-6-2 425 will be run on the following dates:

June 21, W. Leesport to Tamaqua and return (adults $24, kids $5, dome $44).

June 28, W. Leesport to Minersville and return (adults $25, kids $5, dome $45).

July 4, W. Leesport to Jim Thorpe and return (adults $35, kids $5, dome $55).

VISA and MasterCard accepted. Contact: Blue Mountain & Reading Railroad, P.O. Box 425, Hamburg, PA 19526 or phone (Monday-Friday 9am-5pm) 215/562-2101 or 215/562-4083. For ticket sales only, call 800/345-7215.

SOUTH CARVER, MASSACHUSETTS, June 20-21. Edaville Railroad 23rd Annual Railfan Weekend & Collectors Flea Market, 10am-5:30pm. Admission, train ride and all attractions: adults $12.50, children $7.50, under 3 free. See 2-4-4T No.7 celebrate 50 years of Edaville with B&HR lettering. Contact: Edaville Railroad, P.O. Box 7, South Carver, MA 02366; 508/866-4526.

COLORADO RAILROAD MUSEUM (P.O. Box 10, Golden, CO 80402; 303/279-4591) will steam up narrow gauge 2-8-0 346 and operate the "Galloping Goose" railcar on the following dates:

June 20-21
August 1-2
September 19-20
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HIGH IRON TRAVEL / YANKEE CLIPPER TOURS, P.O. Box 100, West Lynn, MA 01905 (617/581-0411), is sponsoring the following private car excursion:

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CHICAGO, ILLINOIS, June 28. Central Electric Railfans Association trip over Howard, Englewood, Jackson Park, Evanston and Ravenswood lines of the "L" commemorating a century of rapid transit service. Anticipated equipment should be PCC flat-door 6000s. Depart Howard Street 9am, Quincy/Wells Outer Loop Platform 10:05am, return to Howard Street 3:30pm. Numerous photo stops and runbys en route. Mid-trip lunch stop (on individual settlement) in Loop. Adults $25, under 12 $15. Limited seating. Contact: CERA, P.O. Box 503, Chicago, IL 60690; 708/251-2262.

SPENCER, NORTH CAROLINA, July 11-12. 5th Annual Railfan Days featuring freshly shopped 2-8-0 604 and possibly Shay 1925. Steam and diesel power on freight and passenger trains, equipment display, speeders, caboose rides and much more. One-day admission $10, railroadiana and model show

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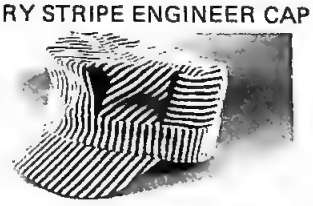

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WM Cabooses	(Soft) 23.95
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$2 extra, night photo session on the 11th $5 extra. Send SASE to: NCTHC Railfan Days, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (313/399-7963) is sponsoring the following excursions and events:

July 11-12, Allen Park, Michigan, to Fort Wayne, Indiana, behind N&W 4-8-4 611. Adults $69, children $54, first class $195.

LET'S TRAVEL TOURS, P.O. Box 2768, Riverside, CA 92516-2768 (714/787-8350), is sponsoring the following excursions:

July 12-21, "Miles of Memories" includes Amtrak's *Coast Starlight,* private coach behind freight on SP branch in Oregon, Mt. Hood Railway, bus and boat cruises along Columbia River and SP 4-8-4 4449 to San Jose. From $1495.

July 25-31, "Pacific Limited" behind UP 3985 San Jose-Salt Lake City via Altamont Pass and Feather River Canyon. Four overnight stops en route. Write for fares.

CALGARY, ALBERTA, July 18-19. Railway Days at Heritage Park Historical Village featuring steam-hauled passenger, freight and mixed trains (some doubleheaded) on mile-long captive track using matched U.S. Army 0-6-0s. Turntable demonstrations, telegraphy, hooping, model displays and much more, all in a pre-1914 prairie village setting. Contact: Heritage Park Historical Village, 1900 Heritage Drive S.W., Calgary, Alberta, CANADA T2V 2X3; 403/259-1900.

STEAM TRIPS TO AND FROM SAN JOSE (Updated) for the NRHS 1992 National Convention (see listing below) will be powered by SP *Daylight* 4-8-4 4449 out of Portland, Oregon, and UP 4-6-6-4 3985 out of Cheyenne, Wyoming. Addresses for sponsoring groups are given below. Contact the appropriate sponsoring group for details on segments you wish to ride.

SP 4449: July 18 Portland-Klamath Falls; July 19 Klamath Falls-Sacramento; July 20 Sacramento-San Jose; July 22-26 convention; July 27 San Jose-Sacramento; July 28 Sacramento-Klamath Falls; July 29 Klamath Falls-Portland. Send an SASE to: Friends of the 4449, P.O. Box 42486, Portland, OR 97424 or phone 503/244-4449 (BIG-4449) VISA and MasterCard accepted.

UP 3985: The "*Pacific Limited*" July 11 Cheyenne-Rock Springs; July 12 Rock Springs-Salt Lake City; July 13 layover SLC; July 14 Salt Lake City-Elko; July 15 Elko-Winnemucca; July 16 Winnemucca-Portola; July 17 layover at Portola; July 18 Portola-Sacramento; July 19 Sacramento-San Jose; July 22-26 convention; July 26 San Jose-Sacramento; July 27 Sacramento-Portola; July 28 Portola-Winnemucca; July 29 Winnemucca-Elko; July 30 Elko-Salt Lake City; July 31-August 1 layover SLC (on August 1, 3985 will make a SLC to Cache Junction round trip under local sponsorship); August 2 SLC-Rock Springs; August 3 Rock Springs-Cheyenne. Contact: The "*Pacific Limited*," P.O. Box 27081, Salt Lake City, UT 84127; or call 800/444-3985. VISA/MasterCard accepted.

NOTE: Bus connection will be available between Cheyenne and Denver Stapleton Airport on July 10 and August 3.

SAN JOSE, CALIFORNIA, July 22-26. Central Coast Chapter NRHS will host NRHS 1992 National Convention. Attendees can travel to/from San Jose aboard trains powered by UP 4-6-6-4 3985 out of Cheyenne or SP 4-8-4 4449 out of Portland (see listing above for details). The following is the schedule of convention rail operations. Photo stops are planned for all trips. For details contact: Central Coast Chapter NRHS, P.O. Box 36301, San Jose, CA 95158 [illegible]. Ticket orders can phone 408/263-2798 (no credit cards accepted)

Wednesday, July 22, 3985 San Jose-Stockton round trip via Altamont Pass.

Thursday, July 23, SP 4-6-2 2472 San Jose-San Francisco round trip and UP 4-6-6-4 3985 San Jose-Oakland round trip with passengers going on one train and returning on the other with cross-bay ferry connection. Also optional tour of Muni and vintage trolleys.

Friday, July 24, No trips, engines on display at San Jose, night photo session with 4449 and 2472.

Saturday, July 25, 4449 San Jose-Sacramento round trip via Martinez, optional visit to railroad museum or ride on light rail system.

Sunday, July 26, 4449-2472 doubleheader San Jose-Watsonville Junction round trip.

SCHEDULE TELEPHONE HOTLINE: For up-to-date information on the convention and ferry moves, call (from a touch-tone phone) 805/499-5574 and press "2" or 805/499-6071 and press "2." This is a *Flimsies* Magazine Hotline set up in cooperation with the convention management.

MILES CITY, MONTANA, July 31-August 1. MILWEST Annual Meet at Miles City Community College. Tours, slide shows, railroadiana sales and model contests for fans of Milwaukee Road's Lines West. For details send SASE to: Kirk Petty, Box 423, Ranchester, WY 82839.

MILBANK, SOUTH DAKOTA, August 7-9. Trainfest 92. Ride ex-Soo Line and Milwaukee Road coaches on Sisston Milbank Railroad's "Whetstone Valley Express" to Corona with special RPO cancelation and mail service onboard. Plus slide shows, movies, displays and models. Train ride: adults $6, children $3. Model train exhibits (Saturday 10am-8pm, Sunday 10am-5pm): adults $1, children free. Reserve tickets by phoning 605/432-6656 or contact: Milbank Chamber of Commerce, 203 South Main, Milbank, SD 57252.

CLEVELAND, OHIO, August 7-9. 2nd Annual Trolleyfest at Trolleyville U.S.A. featuring operating layouts, displays, dealers, historic trolley rides, nostalgic entertainment, RTA excursion, awards, door prizes, clinics and movies. Contact: Carolyn

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CHATTANOOGA STEAM REUNION - Pentrex	25th anniversary NS/N&W steam	$20.00
THE WISCONSIN CENTRAL - Pentrex	largest Midwestern regional railroad	$32.00
SANTA FE'S ARIZONA MAIN LINE - Pentrex	AT&SF in northern Arizona	$32.00
HUNTINGTON STEAM CELEBRATION - Pentrex	1991 NRHS Convention	$24.00
STEAM TO HUNTINGTON - Pentrex	steam en route to NRHS Convention	$24.00
CUMBRES & TOLTEC SCENIC ROTARY SNOW PLOW - Pentrex	May 1991	$20.00
CUMBRES & TOLTEC SCENIC , PASSENGER - Pentrex	n.g. steam	$24.00
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TODAY'S CHICAGO RAILROADS - Pentrex	19 Chicago railroads	$40.00
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SANTA FE ODYSSEY Vol 1 - Green Frog (2 tape set)	AT&SF in 1950s/1960s	$80.00
SANTA FE ODYSSEY Vol 2 - Green Frog (2 tape set)	AT&SF in 1970s	$64.00
SANTA FE ODYSSEY Vol 3 - Green Frog (2 tape set)	AT&SF, Chgo-KC, 1991	$52.00
UNION PACIFIC ODYSSEY Vol 1 - Green Frog (2 tape set)	UP in 1950s/1960s	$64.00
NEW YORK CENTRAL ODYSSEY Vol 1 - Green Frog (2 tape set)	1952-67	$64.00
SANTA FE SNOW BLOWING IN KANSAS - CRV	rotary plow in Kansas, 1991	$23.60
SANTA FE'S NEW MEXICO MAIN - WB Video	Belen/Dalles to Clovis, NM, 1990	$32.00
SANTA FE'S SELIGMAN SUB - WB Video	AT&SF in northern Arizona, 1989	$32.00
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Hassell, Trolleyfest '92, 7100 Columbia Road, Olmsted Twp., OH 44138, 216/235-4725.

MONTICELLO, ILLINOIS August 15. Monticello Railway Museum special train for dedication of restored Wabash F7 1189 in conjunction with Wabash Railroad Historical Society annual meeting and MRM's Caboose Trains Weekend. Dedication train departs museum 1pm for run to downtown Monticello. Second run (open to public) departs museum 4pm. Wabash model contest in VFW building. Concessions at museum. F7 will run again with caboose train on Sunday. Contact: Charles Inman, Monticello Railway Museum, P.O. Box 401, Monticello, IL 61856; 217/762-9011.

FLINT, MICHIGAN August 15-16. Crossroads Village & Huckleberry Railroad morning railfan special on Saturday with photo runbys featuring D&RGW 464, the only operable "Mudhen" K27 2-8-2. Plus regular hourly runs, restoration shop tours, swap meet and night photo session. On Sunday, shop tours, hourly runs and early evening railfan special with runbys. Contact: Genesee County Parks & Recreation Commission, 5045 Stanley Road, Flint, MI 48506; 313/736-7100

WISCONSIN DELLS, WISCONSIN, August 17-21 "Study of Steam Power" one-week class taught by Tom Stockton and Larry Massey. Tuition $100. Contact: R&GN Preservation Society, Bill Koster, P.O. Box 842, Wisconsin Dells, WI 53965; 608/254-6367

DECATUR, ILLINOIS, August 22-23 Illinois Central Railroad Historical Society 13th Annual Convention & Railroadiana Show at Decatur Civic Center, Route 36 just east of Business Route 51. Railroadiana and model show & sale 11am-6pm Saturday and 10am-5pm. Banquet and evening program begin at 6:30pm Saturday. Banquet fee $15. Contact: ICHA Annual Convention Committee, P.O. Box 288, Paxton, IL 60957.

SCRANTON, PENNSYLVANIA, September 18-20. "Railphoto '92" weekend at the Steamtown National Historic Site, sponsored by the Steamtown Volunteers Association. Motive power will be CPR 4-6-2 2317 and CNR 2-8-2 3254, with numerous visiting diesels on display. Friday round trip steam excursion on D&H to Kingsley and night photo session. Saturday round trip to Carbondale on Lackawanna Valley with a different steam locomotive in each direction; evening banquet at Lackawanna Station Hotel. Sunday round trip steam doubleheader on D&H to Binghamton, N.Y. Saturday and Sunday trips will have photo runbys. For full details and fares, send SSAE to: Steamtown Volunteer Assn. Inc., P.O. Box 448, Chinchilla, PA 18410-0448.

NORTH CONWAY, NEW HAMPSHIRE, September 19. Annual "Railfan's Day" at the Conway Scenic Railroad featuring steam and diesel power on freight, mixed and passenger trains. Contact: Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; 603/356-5251.

CHAMA, NEW MEXICO, October 12-13. "The Ultimate" narrow gauge freight charter trip with K37 and K36 locomotives authentically lettered D&RGW on 25-car freight from Chama to Antonito and return. Over 30 photo rumbys are planned, plus night session in Chama. Contact: C&TS Freight, P.O. Box 43054, Birmingham, AL 35243.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by ***Locomotive & Railway Preservation***, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $9.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

INTERNATIONAL TOURS

MAIN LINE MILEAGE MONTH-LONG MARATHONS during 1992 in Australia, New Zealand, Canada and the U.S. Multiple daily runs, sleepers and diners included, prices from $1992 to $3992. For details contact: Trackpackers T-Rail Tours, 803 Kanuga Drive, Palm Beach, FL 33401; 407/TEL-TRAK.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Indonesia, August 1-17, sugar and forestry steam plus optional third week in Sumatra.

North Korea and China, October 8-28, steam in both.

Israel, November, Jerusalem Centennary Celebration.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745) is sponsoring the following tours:

Steam in the Andes '92, August 15-26, steam in Ecuador up the Alausi Loops and Devil's Nose switchbacks.

German Rails '92, September 10-30, charter narrow gauge in former East Germany.

Best of South America '92, September 24-October 24, seven gauges, 27 lines, 33 shop visits, 4200 miles and plenty of photo runbys.

VIDEO

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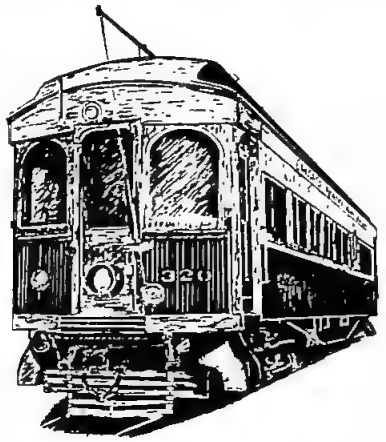

September 2-7, 1992

Labor Day week tour outstanding electric museums in the Midwest, round trip from Chicago. Amtrak to Ft. Madison, Keokuk Jct. Ry., Midwest Electic Museum at Mt. Pleasant, East Troy Electric, Fox River Electric, Illinois Railway Musuem, CTA. Here is your chance to see Philadelphia Western, CA&E, North Shore, South Shore, Southern Iowa, WCF&N, Duluth, Milwaukee Electric, Illinois Terminal, CTA and many more cars. Everything from open bench cars to the Electroliner! Special Labor Day Weekend events at Midwest Electric and Illinois Railway Musuem brings out maximum amount of equipment for viewing and operation.

COLORADO CIRCLE
August 1 - 9

Colorado Circle includes narrow guage Cumbres & Toltec Scenic RR, Durango & Silverton parlor car, Georgetown Loop, Ft. Collins street car, Colorado Railroad Museum.

BALKAN RAILS
October 3 - 17, 1992

Swissair flights to Istanbul and return from Sofia via Zurich. Three nights in Istanbul followed by an in-depth tour of Bulgarian State Railways with special equipment. Spectacular Balkan mountain scenery, narrow and standard gauge, steam and special first class cars, Sofia tram system, deluxe hotels.

FRENCH RAILS
October 17 - November 1

Our autumn tour of France will again concentrate on four night stays in Rennes, Toulouse and Nice, beginning and ending in Geneva. Ride TGV trains, day tour of Paris, Normandy Beaches, Mt-St-Michel, Carcassone, La Tour de Carol and the Spanish border.

GREEK RAILS
November 1 - 14

A circle rail tour of the rugged Peloponnese Peninsula with stops in Olympia, Kalamata, and Nafplia with an interesting mix of vintage motortrains, steam and ancient Greek culture. Three nights in Larissa to cover the northern narrow guage lines. Ends with five nights in Athens for sightseeing, rail interests and a three island day cruise.

Overland Chapter, N.R.H.S.
1412 Twelfth Street
Moline, Illinois 61265

THE MILWAUKEE ROAD

Windy City Hot Spots: Rondout, Illinois.

Watch the action through Rondout, Illinois on the former Milwaukee Road's Chicago-Twin Cities Mainline. You'll see solid Milwaukee Road lashups, EJ&E SD38s and SD38-2s, BN detours, a Metra inspection train with CNW F7s, ex KCS SD40s, ex ICG SD40As, EMD demonstrator GP60s, and lots of Soo Line freight action.

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We'll also take you into the tower, take a look at the history of Rondout (including details of the Rondout train robbery), watch the evening rush hour parade of Metra commuter trains, many powered by rare F40Cs, and see some amazing Amtrak consists!

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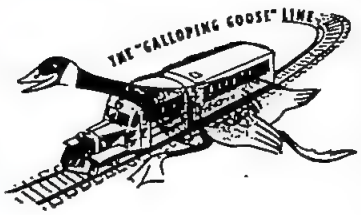

Galloping Geese on the Rio Grande Southern
Tin Feathers and Gasoline Fumes **by Stanley Rhine**

Originally part of our now long out-of-print Annual No. 9, this later was expanded to a softbound 64 page book with additional photographs and a color cover. It has the full history of the unique RGS narrow gauge motor cars. A new printing of this popular title is now available at the original price. **$9.95**

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GW TRAVEL LIMITED, P.O. Box 170, Altrincham, Cheshire WA14 2BZ, ENGLAND, (061/928-9410) is sponsoring the following tour:

Champagne Express, August 21-24, London-Paris-Calais, steam throughout with luxury or no-frills options.

FAREWELL TO THE MEXICAN NORTHWESTERN, October 6-10. Tour of a truly scenic Mexican railway which is expected to cease through operations this year. Four car special (including gondolas) will run round trip from El Paso, Texas, over the Sierra Madre Range to Madera and La Junta, Chihuahua. Photo stops and runbys, caboose and engine rides and shop tours escorted by Mexican rail experts. Five nights lodging and eleven meals $595. Send LSASE to: Let's Travel Tours, P.O. Box 2768-C, Riverside, CA 92516.

RAILROADIANA MEETS

LONG BEACH, CALIFORNIA, June 6-7. The Big Train Show onboard the famous luxury liner *Queen Mary*. Nearly 160 booths and at least two giant operating model layouts. Lodging available at Hotel RMS Queen Mary. Contact: Queen Mary Pier J, Long Beach, CA 90801; 310/432-6964.

LOWELL (BOSTON), MASSACHUSETTS, June 12-14. Boston Trolley Meet at Sheraton Inn Lowell. Dealer tables, operating layouts, movie and slide programs, banquet and entertainment. Sunday activities being planned. For details send SASE to: Boston Chapter NRHS, P.O. Box 252, New Town Station, Boston, MA 02258.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission $5, under 12 free with adult. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Birmingham, Alabama, June 20-21, Alabama State Fairgrounds, ages 1-12 $2.

Charlotte, North Carolina, June 27-28, Metrolina Expo, ages 1-12 $2.

Towson, Maryland, July 11-12, Towson Center, Towson State University.

Monroeville, Pennsylvania, July 18-19, Pittsburgh Expo Mart.

Edison, New Jersey, July 25-26, Raritan Center Expo Hall.

OMAHA, NEBRASKA, June 21. Nebraska-Iowa Railroaders Club Annual Train Show & Swap Meet at Holiday Inn, 72nd & Grover, 9am-2pm. Contact: Larry Wiles, 1222 First Avenue, Nebraska City, NE 68410-2320.

FRANKLIN SQUARE, NEW YORK, June 28. R.R. Lines Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 515/486-6658 or 516/775-4801.

RALEIGH, NORTH CAROLINA, July 11-12. 11th North State Train & Toy Show at North Carolina State Fairgrounds, 1025 Blue Ridge Road, 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

HAMBURG, PENNSYLVANIA, July 26. 21st Annual Hamburg Dutch Train Meet at Hamburg Fire Company Field House on Pine Street 9am-2pm. Railroadiana, tinplate, models, food, door prizes and more. Adults $2, under 12 free. Contact: Sam Lenhart, 1174 R.D. 1, Leesport, PA 19533; 215/374-5694.

ELMONT, NEW YORK, August 2. St. Vincent DePaul's Parish Train and Toy Show at St. Vincent DePaul School Auditorium, 1510 De Paul Street, 10am-4pm. Adults $5, under 12 free with adult. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127.

DELAND, FLORIDA, August 8. Sunshine Railroadiana & Collectors Association Annual Central Florida Railroadiana Show at Volusia County Fairgrounds, I-4 & SR 44, 9:30am-2:30pm. Admission $2, 12 and under free. Contact: Phil Cross, 410 N. Lakeview Avenue, Winter Garden, FL 34787; 407/656-5056.

FRANKLIN SQUARE, NEW YORK, August 16. R.R. Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rin Tin Street, Franklin Square, NY 11010; 516/775-4801.

FORT WAYNE, INDIANA, August 16. Train & Collectable Toy Show at the Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, tables $12. Contact: Royce Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

ATLANTA, GEORGIA, August 22. Southeastern Railroadiana Collector's 15th Annual Railroadiana & Model Train Sale and Trade Show at Georgia International Convention & Trade Center, south of Atlanta Airport, 9am-4pm. Admission $3, 12 and under free, tables $30. Send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

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Videos

BY MIKE DEL VECCHIO

"Implosion in Scranton"

The "amazing movie-like sequence" of photos on page 73 of this issue was the result of a rare opportunity for public viewing of a building demolition — usually seen only as a brief clip on the evening television news broadcast. Scranton Channel 22, WYOU-TV, is offering their coverage of the event in a video called the **"Great Implosion."** The station enlisted nine video crews for their coverage, including cameras in helicopters, on the roofs of neighboring buildings and on the streets, and Pennsylvania Governor Casey himself was there to depress the ceremonial plunger. The tape (in VHS format only) sells for $19.95 postpaid from: WYOU-TV, "Great Implosion," 415 Lackawanna Avenue, Scranton, PA 18503. WYOU is accepting only checks and money orders, and expect a four-to-six week delivery. We haven't seen the tape ourselves yet, so we can't give you a length or describe the style in which the event is presented. But with all those cameras — reportedly including one *inside* one of the buildings — the tape should be exciting.

New Arrivals

Steam and diesel action are the subjects of two tapes from Greg School Video Productions, P.O. Box 123, Batavia, OH 45103. First, **"4501 25th Anniversary"** is a documentary about the 25 years of excursions by the Southern Railway and its first Mikado, 2-8-2 4501, and also of Norfolk Southern's 25th Anniversary celebration held during November 1991 in Chattanooga, Tennessee. The story is illustrated with vintage color films (shot primarily by Mike Eagleson) of 4501 in service on the Kentucky & Tennessee as No.12, and of its early excursions on the Southern. Also shown are Savannah & Atlanta 4-6-2 750, Southern 2-8-0s 722 and 630, Texas & Pacific 2-10-4 610 and the British LNER 4-6-2 *Flying Scotsman* during their respective stints on Southern excursions. Contemporary views of the N&W Class J 4-8-4 611 and Class A 2-6-6-4 1218 bring the coverage up to date. The NS 25th Anniversary coverage begins with 4501 ferrying to Chattanooga with a short freight train in tow from Salisbury to Asheville, N.C., then on to Chattanooga via Knoxville, Tenn. After a day of typical operations at Chattanooga's Tennessee Valley Railroad Museum with their restored Army 2-8-0 610 hauling passengers on the museum's scenic line. The coverage then goes on to the official 25th Anniversary trips with 4501 to Hollywood, Ala., followed by the triple-header with 4501, 611 and 1218. There is a lot of action packed into this hour-long program. The footage is primarily lineside with some cab and locomotive rooftop footage of the 4501. The scenes of the 4501 freight ferry move provided pleasant imag-

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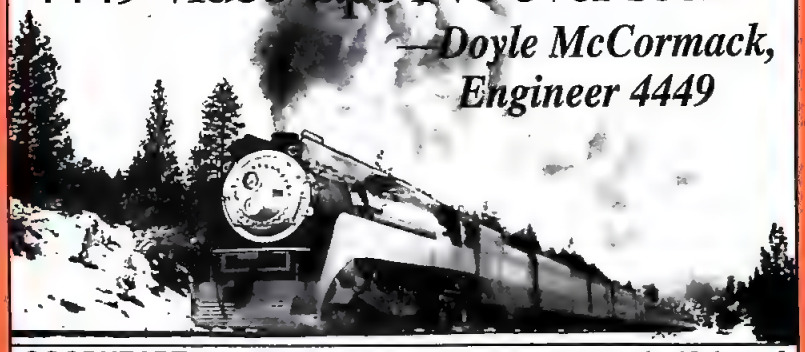

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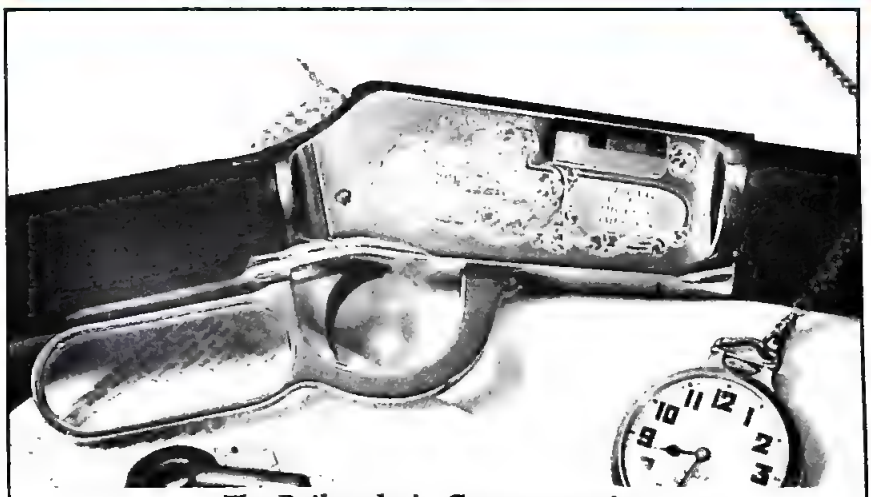

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Color, Sound, One Hour 33.45

"The Pascack Valley Line" A head-end ride over the former Erie Railroad from Hoboken, New Jersey, to Spring Valley, New York, in the cab of NJ Transit U34CH diesel.
Color, Sound, One Hour 33.45

"The Port Jervis Line" A head-end ride over the former Erie Railroad from Suffern to Port Jervis, New York, in the cab of a Metro North RDC train.
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"The Boonton Line" A head-end ride in the cab of a NJ Transit U-34CH diesel engine from Hoboken to Netcong via the Boonton Line. Color, Sound, One Hour, Thirty Minutes 39.95

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"The Media Line" A head-end ride in the cab of a SEPTA MU train over the former PRR media line from Elwyn to Suburban Station and on to Wayne Junction over the former Reading Railroad. Color, Sound, One Hour $33.45

"A Farewell To The Bullets And Brills" A head-end ride aboard the last remaining 'Stratford' car in service over the former Philadelphia & Western (now operated by SEPTA) from the 69th St. Terminal to Norristown, PA, plus run-bys and historic footage. Color, Sound, One Hour 33.45

"Philadelphia Trolleys" A head-end ride on SEPTA's Media and Sharon Hill lines operating out of the 69th Street Terminal, plus run-bys. Full Color, Sound, One Hour 33.45

TRACKSIDE ACTION VIDEOS

"PRR E-8 Diesels In Action" A head-end ride from Temple to Hamburg, PA and return mixed with many run-bys featuring two PRR E-8 diesels restored by and operating on the Blue Mountain and Reading Railroad. Color, Sound, One Hour .. 33.45

"PRR Mainline Steam" Double headed PRR power trackside action from Strasburg, PA to 30th Street Sta. Phila. and return. Color, Sound, One Hour 33.45

"PRR Double Headed Steam" Same train as above from Strasburg, PA to the Rockville Bridge and return. Trackside action. One Hour 33.45

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"The Northeast Corridor Part I" Trackside action from Amtrak's Sunnyside Yard, Queens, N.Y. to Newark, N.J. featuring Amtrak, Long Island, N.J. Transit and PATH trains, towers, stations, tunnels and bridges. One Hour 33.45

"The Northeast Corridor Part II" Trackside action of Amtrak's N.E. corridor between "Hunter" tower at Newark, N.J. to "Union" Tower at Rahway, N.J. featuring trains of Amtrak, N.J. Transit, and Conrail as well as towers, bridges, tunnels, and stations.
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"Amtrak's Harrisburg Line" Trackside action on the former PRR (now operated by Amtrak) between Harrisburg and 30th Street Station, Philadelphia, PA featuring trains of Amtrak, SEPTA and Conrail with a variety of equipment.
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"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA. Color, Sound, One Hour 33.45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewnstown and Altoona, Pennsylvania.
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"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour ... 33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980. Color, Background Music, One Hour 33.45

"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s. Color, Background Music, One Hour 33.45

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"PRR Power" Vintage trackside action of PRR electrics, diesel and steam. Color, Sound, One Hour 33.45

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"The End Of An Era" Vintage footage of Erie, LV, CNJ, Reading, Lackawanna, D&H, Rahway Valley operating in Northern N.J. during the 40's and 50's.
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"Trolleys Of Pennsylvania" Vintage footage dating back to 1930. Featuring many of the trolley lines that operated in Pennsylvania at locations including Lancaster, Altoona, Johnstown, Greensburg, Pittsburgh, Phila., Norristown, Reading, Hershey, and Allentown.
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"Classic Railroad Archives" Four vintage railroad movies.
1. **"Progress On The Rails"** Produced by the PRR
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"Classic Railroad Archives Volume II" Three vintage railroad movies. produced by the AAR.
1. **"Something For Everyone"**
2. **"Big Trains Rolling"** (1952 version)
3. **"225,000 Mile Proving Ground"**
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"Classic Railroad Archives Volume III" Three vintage railroad movies.
1. **"Thundering Rails"** Produced by the AAR
2. **"Operation Reading"** Produced by the Reading Co.
3. **"Flight Of The Century"** (early version) NYC
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"Classic Railroad Archives Volume IV" Three vintage railroad movies.
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2. **"End Of An Era"** Produced by Rayonier Corp.
3. **"Ichabod, The Man Without A Head"** Produced by the AAR
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"Classic Railroad Archives Volume V" Four vintage railroad movies.
1. **"On The Track"** Produced by the AAR
2. **"Milestones Of Progress"** Produced by the AAR
3. **"Tomorrow's Railroads"** Produced by the Waugh Equip. Corp.
4. **"Easy Does It"** Produced by the AAR
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ery and sounds, and I don't think coverage of this is available elsewhere. The editing and pace of this show is good, the vintage films transferred well, and, overall, there is a lot of action here for the price. 60 minutes, $29.95 (available in NTSC or PAL formats, VHS or BETA) plus $3.00 shipping for the first tape, $1.50 for each additional (Ohio res. add 6% sales tax).

A second release from Greg School is **"Union Pacific's Caliente Subdivision"** which covers contemporary diesel action on the 240 miles of UP between Milford, Utah, and Las Vegas, Nevada. This busy line features diverse desert and mountain scenery with many tunnels, a helper district, and lots of trains. The show opens with a quick primer on modern diesel identification and then covers the line from Milford to Caliente (roughly midway), followed by the Las Vegas to Caliente half. Some of the mountain and canyon scenery is spectacular on this segment of UP. The videography and editing is strong in this program — good and varied imagery, steady pacing (some at 70 m.p.h.), cab and front pilot footage, and a nice pace of the tape throughout. The sound is live with no background music. Amtrak's *Desert Wind* makes an occasional cameo, and other vignettes include a ballast train in operation. Maps throughout the tape keep the viewer oriented and keep the numerous tunnels in perspective. Overall this a very thorough look at this portion of the former-Los Angeles & Salt Lake. 60 minutes, $29.95 (available in PAL or NTSC formats, VHS or BETA) plus $3.00 shipping for the tape, $1.50 each additional (Ohio res. add 6% sales tax).

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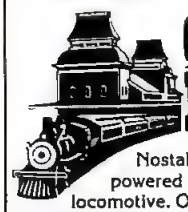

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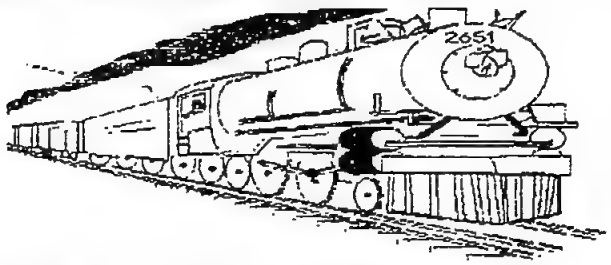

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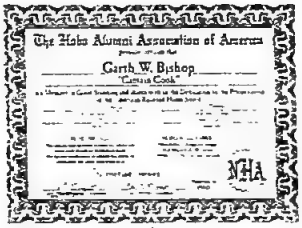
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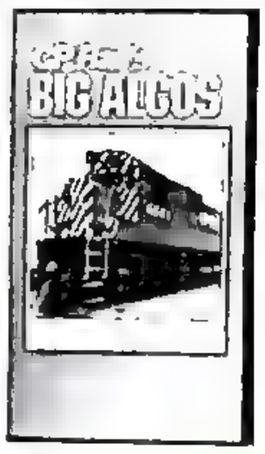
"A Great Railroad At Work," from Antiquary Video, P.O. Box 61, Milltown, NJ 08850-0061, is a 1942 "fire-and-brimstone" public relations documentary about the New Haven Railroad. Filmed entirely in black & white, it is narrated by radio personality Lowell Thomas (almost everyone will recognize his voice) and covers the complete operations of the New Haven. The show leads off with a cameo by New Haven's then-president Howard S. Palmer, and then looks at the passenger operations followed by the freight. Motive power includes streamlined 4-6-4s, EP5 electrics, Alco high-hood diesel switchers and a host of unstreamlined steam locomotives on freight trains. There is plenty to look at in the shops as steam locomotives are overhauled, freight and passenger cars are repaired and painted, and the day-to-day happenings with hump yards, tugs and lighters are also covered. This entire program is a souvenir of a strong and energetic America during wartime prosperity. 47 minutes, $34.95 plus $3.00 shipping (N.J. res. add 7% sales tax, for now).

Feature Reviews



"CP Rail's Big Alcos," produced by Rail Innovations, P.O. Box 225, Schomberg, Ontario, Canada L0G 1T0, VHS only, VISA accepted, 35 minutes, $29.95 plus $3.00 shipping (Can. res. add 7% GST and Ont. res. add 8% PST).

Though in many ways regarded as a state-of-the-art railroad, CP Rail still uses 67 "big-footed" six-motor Montreal-built Alco diesel locomotives on priority trains. Once numbering 87 units, the entire remaining fleet of C630s, M630s and M636s are now based out of Montreal. These distinctive and no-longer-produced MLW units still receive overhauls and new paint jobs, and they are kept up-to-date on safety requirements. Eventually, these classic locomotives will be replaced, possibly sooner than anyone thinks. But until then carloads of railfans will continue to head toward Montreal to experience this great red fleet first hand. Well-known rail photographer and historian Greg McDonnell has teamed up with Rail Innovations' Steve Bradley to produce a super video tribute to these "Big Alcos."

The two things that fans most equate with Alcos are the sound and the smoke, and there's lots of that here. Following a brief history of Alco and MLW and a recap of the CP Rail fleet (including M640 4744 experimentally outfitted with a.c. traction motors), there are scenes of many Alco-powered freights in the Montreal area. The viewer is then taken aboard Train 507, a high-priority Detroit-bound intermodal train.

The cab footage is combined with lineside action, and the photography throughout is super. The images are creative, diverse and contextual, and the tape never drags. The expert narration combined with occasional "voice-overs" by CP Rail personnel who maintain and operate the Alcos really give this show depth — the employees talk about experiences, train-handling traits and the personalities of these machines.

"CP Rail's Big Alcos" was shot and produced on professional equipment, and the video and audio quality are top notch. This show will not only entertain and enlighten,

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it may also inspire aficionados of Alco power to venture north, even if only to the D&H in New York State, where they have been running lately. Like the Chicago & North Western's similar Alco fleet of high-hood C628s that worked day-after-day on Michigan's Upper Peninsula, the CP Rail Alco armada could disappear with little notice. This reasonably-priced program is certainly worth a look, especially before making the trip. See you there — M.D.

"The Singing Wire Vol. 2: The Indiana Railroad," produced by Herron Rail Services, 2016 N. Village Ave., Tampa, FL 33612; 800/783-3886, VHS or BETA, VISA and MasterCard accepted, 57 minutes, $49.95 plus $3.50 shipping.

Considering that the last passenger remnant of the Indiana Railroad was abandoned in September of 1941, a video release covering this interurban electric system comes as a pleasant surprise. Herron Rail Services has packaged together the work of three photographers into this enjoyable presentation. The tape is 75% black & white footage and covers the system from 1939 up through the 1941 abandonment.

The first five minutes tell the story of the formation of the Indiana Railroad System, which was created in 1930 when Midland United (a Sam Insull holding company) combined the Union Traction Company, Northern Indiana Power Company, Indiana Service Corporation and Interstate Public Service Company into an "operating group" with a common management. The operations and equipment of the predecessor lines are briefly reviewed with still photos and timetables, and details of expansions and abandonments are illustrated with maps. At its peak, the Indiana Railroad operated nearly 800 route miles.

The film coverage begins with the fall of 1939 and continues in a consecutive fashion. The viewer is treated to scenes from throughout the system, which by 1939, when the first of these films was taken, was still operating 250 miles of main line. Also included are fantrip and "last run" coverage along with freight operations.

As a conglomeration of several different companies, the Indiana Railroad System featured a diverse roster. Its most famous cars were the 35 "high speeds" built in two orders by Pullman and AC&F in 1930, and they're well covered throughout this tape. Also featured is an excellent sampling of many of the line's other classes of equipment including the 375-series RPOs, 427 and 446-series heavyweights, 700-series box motors and a variety of other non-passenger equipment.

Overall, the tape is well done. The film to video transfer is good, as is the editing. The producers realized that the rare 8mm film which comprises the majority of this tape is not the highest quality, and they have paid extra attention to the manner in which it is presented. They've picked out only the best scenes for us to watch and have carefully dubbed appropriate sound throughout. Each scene is accompanied by an explanation from the narrator, often with dates, times and car numbers. The approximately twelve minutes

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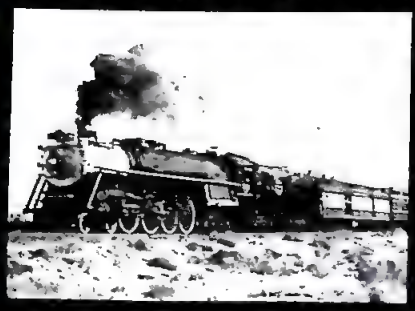

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of color footage is spread throughout the tape for good effect. I particularly enjoyed the final sequence on the tape, pacing high speed car 65 on the Seymour local in 1941.

Covering a system as large and as long gone as the Indiana Railroad was indeed a formidable task. It's obvious that a lot of hard work went into making this tape — JOHN C. SMATLAK.

"Logging Railroads of the Sierras," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333, VHS or BETA, VISA or MasterCard accepted, 20 minutes, $24.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

Having made a couple of forays into California "gold rush" country, the conversations with the railfan guide *du jour* often included the names of the West Side Lumber Company and the Pickering Lumber Company as we crossed over or came within sight of the twisty, hillside-clinging former rights-of-way. What spectacular railroads these must have been. This latest release from Pentrex really shows what spectacular railroads they were, while giving a perspective of life after the gold rush when lumber was king.

The program takes the viewer throughout a logging operation, and footage from either railroad is used to illustrate the different phases of operation. Since the railroad was a major element for both companies, there is plenty of railroad footage, but there are also scenes of felling trees, "skidding" them to the trains and views of a belt-driven sawmill in operation. The railroad scenes are truly awesome with trains of loaded skeleton flats snaking over large curved wooden trestles, views from the cupola of a train winding its way to the mill, and more. And I'll bet you didn't know why the Shays were used on the main lines and the Heislers switched the mills. Rod-engine fans should enjoy the glimpses of Sierra Railroad 2-6-6-2 38 in operation.

This program was shot in color during the early 1950s by Chadwell O'Conner and Ralph Lettelier on 16mm film stock, and the editing and narration is comparable to a television documentary — the post-production and titles appear to have been done by the photographers soon after the footage was shot. But even with great editing, the strongest attribute of this tape is the cinematography: super compositions, many angles, a journalistic eye and sunny weather. If these railroads were still running, unchanged, I don't think more than a handful of today's shooters could put together this nice a program. The transfer to video is excellent, and the dubbed sound has no blatant flaws.

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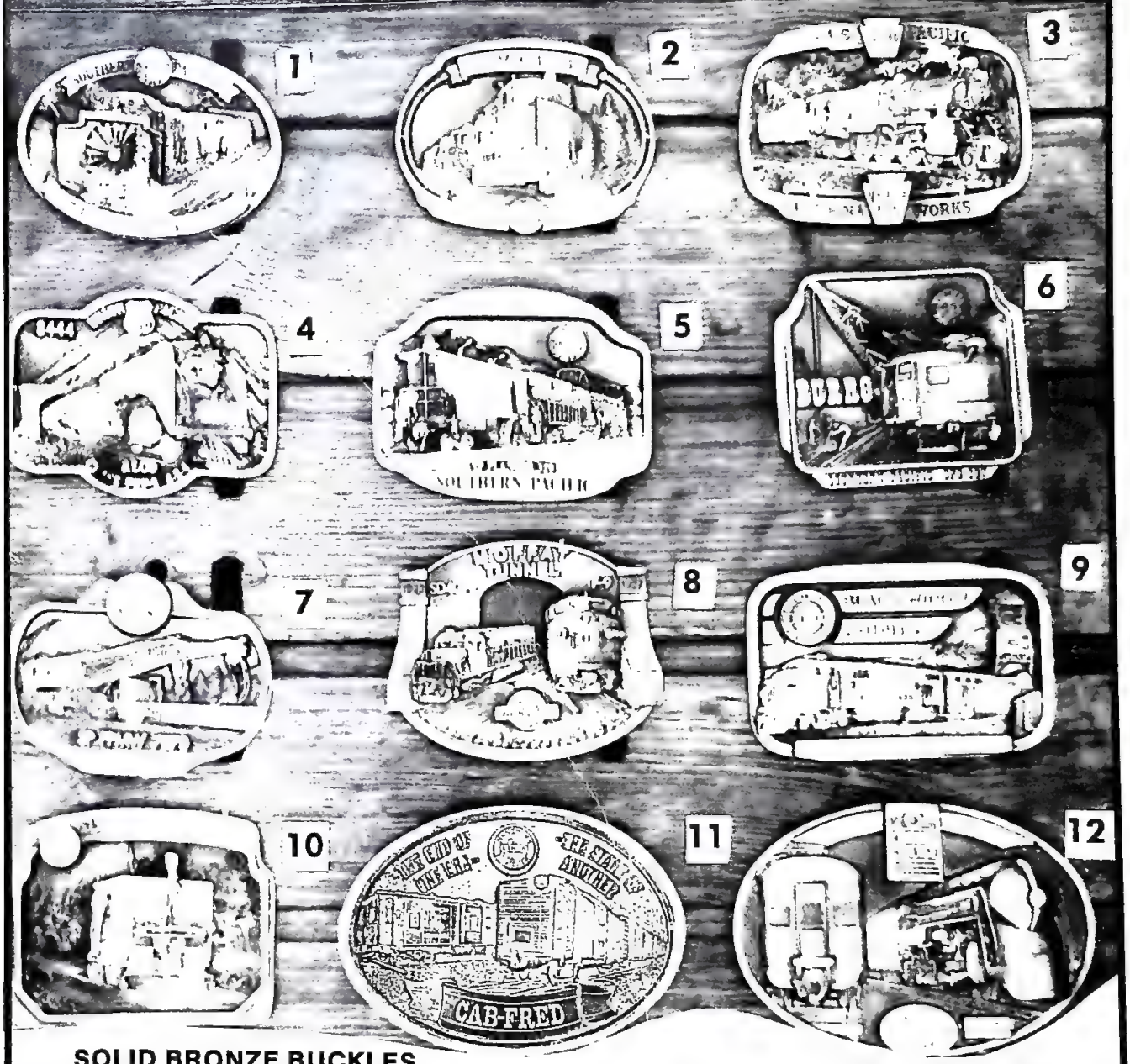

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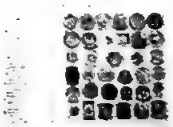

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hint, you amateur camcorder drivers) this program has a great story to tell. It is well worth the modest price and worthy of permanent preservation — M.D.

"Last Run of a Cab-Forward over Donner Pass," produced by Video Rails, 5076 Santa Fe Street, P.O. Box 80001, San Diego, CA 92138-0001; 800/262-2776, VISA, MasterCard or Discover accepted. 60 minutes, $49.95 plus $3.95 shipping (Calif. res. add 8.25% sales tax).

One of the most fascinating aspects of Southern Pacific steam was its most distinctive series of locomotives: the Cab-Forwards. No other line hosted this type of modern power, and SP kept ordering more powerful and newer Cab-Forwards until the end of steam. Indeed, the Cab-Forward was an enduring symbol of the company over a period of many generations.

By 1957 the Cab-Forwards had been retired, victims of the diesels. The SP, in a spirit of generosity for its fans, operated a two-day fantrip from the Bay Area to Reno: going to Reno on Saturday, November 30, 1957, and returning on Sunday (a Cab-Forward powered the train on the Sacramento to Reno segment). It was the last run of a Cab-Forward pulling a passenger consist and the last run of steam over Donner Pass, and it will be forever remembered by SP fans. Now Video Rails has presented us with a video which relives that fantastic weekend.

This tape gives excellent coverage of the trip with films from several lineside chasers as well as riders on the train; probably a quarter to a third is superb black & white, and the balance is color. There is footage of the locomotive being prepared for service at Roseville (great roundhouse and yard area shots) where it was in storage, and also in Sacramento making moves while waiting for the passenger train to arrive from Oakland. The scenes logically follow the run east to Reno, with footage taken of such famous locations as Auburn, Colfax, Emigrant Gap and Truckee. Onboard scenes give a flavor of how the train in the classic "Dutch door" views. The scenes looking forward from the locomotive cab were just great. (I find myself wondering how these could have been taken from the last trip, as the footage seems awfully smooth for a Cab-Forward, but the photo angle looks right, and I take the producer at his word.) There is some real nice pacing footage from the parallel road west of Rochlin and good coverage of the photo runby at Lincoln Avenue in Fenern, California, — this footage alone justifies the tape. There are even some shots of meets with "Black Widow" F-units which should whet the whistles of those younger fans who seem to constantly find amusement with my devotion to steam.

This is an great tape. The film to tape transfer is excellent, sound dubbing is very good, and the editing is especially good. There is not only a map but also a very useful profile map of the grade — even someone not familiar with Donner Pass gets a very good "feel" for the physical layout of the railroad. The views from the engine looking ahead and from the observation looking behind are interspersed with the views of the train from lineside, and the tape never drags. Having been one of the fortunate passengers aboard that train as a teenage railfan, I can attest that the trip has been fully recorded. One of the great strengths of this production is that it tells a story. In doing so, it succeeds in holding the audience brilliantly. This tape is a real delight, and not just for SP steam fans but for everybody — RICHARD D. FOREST, ESQ.

"Santa Fe Snow-Blowing in Kansas," produced by CRV Productions, P.O. Box 771101, Wichita, KS 67277-1101, check or money order accepted, VHS only, 60 minutes, $29.50 plus $2.50 shipping (Kan. res. add 5.25% tax).

CRV's nice debut video, "Santa Fe the Kansas Way" (June 1991 VIDEOS), signaled a great start for this new producer. It incorporated maps and highly-researched narration to provide the kind of intelligent, informative video that some of the bigger producers have only recently tried doing. This new release sets yet another example that others should follow in that it documents a very rare (on the Santa Fe, anyway) operation that the CRV crew luckily had some advance warning of.

For two days in November 1991, Santa Fe rotary snowplow 199361, normally stored at Topeka, swirled its blades through snowdrifts on the prairie branch line between

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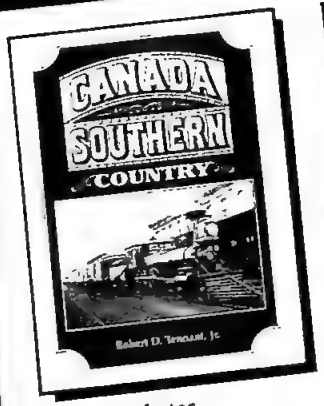

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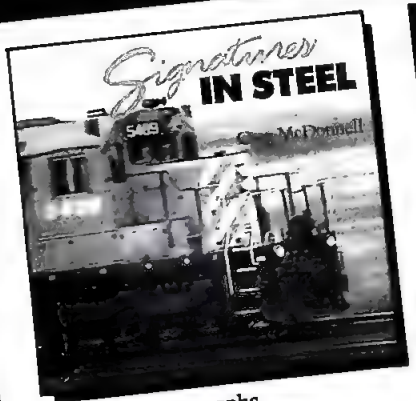

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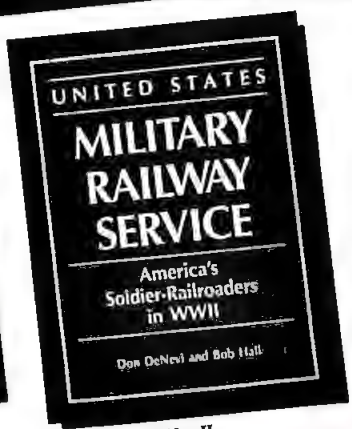

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Great Bend and Scott City, Kansas. The narrator states this was only the fifth time in 30 years that the rotary has been used. As the show gets under way, the plow extra is shown departing Great Bend shoved by a GP20/slug/GP7/GP30 set. With its traction motors cut out, the GP20 is supplying power from its main generator for the plow, and at times you can hear the Geep throttling up in response to the accelerating blades.

Excellent views from lineside and from the plow's cab follow the work, all under a sunny, blue sky. The first drifts are only a foot or two deep and take little time to clear, but at Beaver the plow extra takes a while to chew through a mile of nearly five-foot drifts. In the cab, the monotonous commands to slow down and speed up are interrupted by laughter as the crew spots a snowman up ahead on the track. A cold front brings in clouds, high wind and bitter temperatures before the extra ties up for the night.

Day Two brings back sunshine for the final push to Scott City. That town's row of grain elevators looks like a big city skyline in the telephoto view of the Geeps and plow heading down the line away from the camera. Plowing completed, it's then a two-day run back to Great Bend, where the crew is shown getting the rotary ready for its deadhead move back to Topeka.

One of the many tidbits of trivia that make this tape significant is the historical section in the middle which covers the development of Santa Fe's rotary plows and the cross-breeding with a tender off a 4-8-4 that created today's 199361. From beginning to end, the narration is delivered beautifully and at a comfortable pace. The handful of shots that weren't done on a tripod (close-ups of the plow blades, for example) are still very steady, and all of the composition and panning are nicely done. What seems to be an improvement over CRV's previous tape is the much sharper image and slow, smooth zoom action on the lens.

Railfans who hate sitting through two hours of eye-wrenching, mind-numbing video that shows every car on every train passing the same location on a particular mountain grade should find "Santa Fe Snow-Blowing in Kansas" to be a welcome treat. While perhaps not as dramatic as a rotary run up Donner Pass or Super Fleet units charging down Goffs Hill, this is probably the most in-depth and entertaining documentation we'll ever see of a Santa Fe rotary in action — B.K.

"Last Steamers of the Colorado & Southern", produced by WB Video Productions, 6447 S. Heritage Place W., Englewood, CO 80111; 800/770-8421. VHS or BETA, VISA, MasterCard and Discover accepted. 52 minutes, $49.95 plus $3.00 shipping per order (Colo. res. add 3% sales tax).

Far from the multitrack raceways of the Midwest, CB&Q-subsidiary Colorado & Southern was a kinder, gentler Burlington, one that ran both in the foothills and at the summit of the Rockies. This 1986 product from WB Video Productions presents the 16mm color movies of then-teenaged Dave Gross as he recorded the last days of C&S steam in Colorado and Wyoming. Subjects covered include the Denver roundhouse and yard; several freights on the Fort Collins and LaSalle branches; freight scenes between Denver and Wheatland, Wyo.; a July 1959 Cheyenne-to-Guernsey, Wyo., fantrip; and, last but not least, a rotary snowplow trip from Leadville to Climax, Colo. Locomotives shown range from Consolidations to Mikados to Santa Fe types. Even CB&Q 2-8-2s on loan to the C&S are covered at the Denver roundhouse.

The first part of the tape alternates between Denver roundhouse and yard scenes, plus freight on the area branches. Most yard footage was shot in low, morning light with the crisp and cool air of Denver adding to the smoke effects. Some scenes are in the snow. The branch scenes include a doubleheader of the 807 (2-8-2) and 900 (2-10-2) plus Consolidation activity. Second, we see numerous scenes with 2-10-2 900: on freights between Denver and Wheatland, Wyo.; and again performing, apparently, at photo runs on a two-car farewell fantrip north of Cheyenne. Some of the freight scenes north of Cheyenne are my favorites — low sun, classic consists, small towns, broad vistas and a spit-and-polish engine with a graphite smokebox. A final change of pace puts us in Leadville in February 1960 as 2-8-0 641 (now on display there) and 1899-built rotary 99201 prepare in the yard and ultimately clear the line to Climax. Scenes include a

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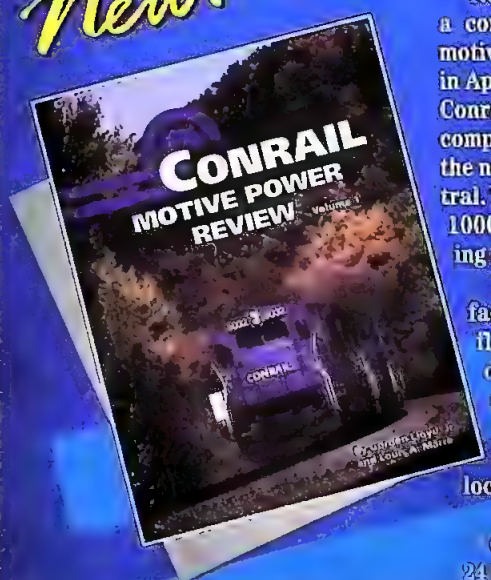

New from Interurban Press. This is a comprehensive study of Conrail's motive power from the very beginning in April, 1976, when Congress created Conrail from 16 eastern U.S. railroad companies - the largest of which was the notorious and bankrupt Penn Central. Volume 1 covers locomotives from 1000 to 5593 (in the revised numbering scheme).

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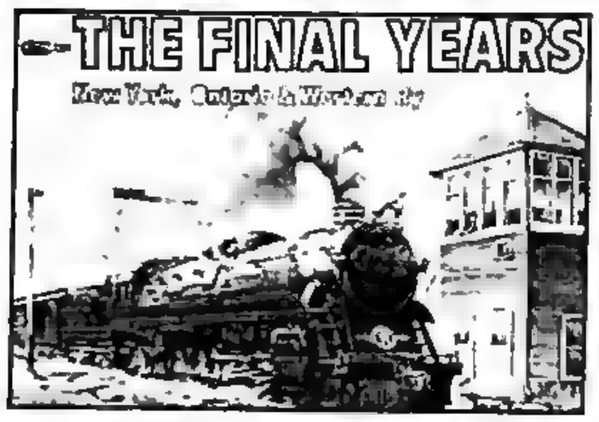

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few quick ones from the road below, a number of views shot from the caboose roof behind the 641 and several trackside views. On the return to Leadville, with mine traffic in tow, the shots from the caboose amply illustrate that in Colorado even standard gauge trains can cling to the side of a mountain.

Technically, the film transfer has very good sharpness and color. There are no bad or marginal scenes. The dubbed sound, authentic C&S from Howard Fogg, is generally quite good (including synchronized wheel slips) but now and then it repeats and doesn't match the image. There is no music or maps, and the matter-of-fact narration is not overbearing. The camera work represents a good railfan style of shooting: mostly tripoded, clean, generally three-quarter views with some pans and broadsides. Good panning in the yards typifies the content. Some sequences are a tad short. Either the original scene framing or the transfer (or both) contributed to a few scenes where there is image cutoff either on the left or right, which inhibits you seeing all the way down the track. While somewhat annoying to a purist, it doesn't detract from overall viewer enjoyment.

This is a very welcome tape covering a subject that, to my knowledge, has been almost ignored by the industry to date. I hope there'll be more on the CB&Q — TOM KELCEC.

"Across Marias Pass," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333, VHS or BETA, VISA and MasterCard accepted, 90 minutes, $39.95 plus $4.00 shipping ($5.00 shipping for Canadian and Mexican orders, $10.00 for other foreign orders, Cal. res. add 8.25% tax, Minn. res. add 6.5% tax).

It's been four years since my last visit to Burlington Northern's famous ex-GN main line crossing of the northern Montana Rockies. This tape brought me back to some familiar places, yet much of the time it offered a fresh perspective with camera angles I had never gotten around to trying. The presentation begins in Whitefish and works east over the pass to Browning, touching on most of the worthwhile locations in between. Filming took place at the height of fall colors, and somewhat unusual for that period is the abundance of sunshine and blue sky.

Bad Rock Canyon marks the beginning of the mountain trek, and from here east we encounter the huge bridge at Coram and the many tunnels and curves along the Flathead River before actually reaching the start of the climb to Marias. Because of the low sun angle in autumn, shadows envelope much of the railroad through this stretch as it clings to a north-facing slope along the river. But the scenes from track level and from high above are impressive. The only drawback here (and it's a recurring problem at a few other spots in the video) is the background noise from U.S. Highway 2 anytime the shooting is done from the edge of the road.

Moving eastward, telephoto views compress and dramatize the curvature and grade as leased LMX B39-8s charge toward us through short Tunnel 3 and as eastbound doublestacks hit the substantial grade increase at the Essex crossovers. After a brief look at the famed Izaak Walton Inn, we enter true mountain railroading at Snowshed 12 and even catch a glimpse of a grazing mountain goat (GN fans will cry, "Rocky lives!") before continuing on to the Sheep Creek and Java Creek bridges. Again, a zoomed-out shot down the tangent at Java East accentuates the action as an eastbound rounds the distant S-curve, pounds across Java Creek Bridge and suddenly angles upward toward us at the start of the 1.8% grade to Marias. Something very evident in the soundtrack is that locomotives in Run 8 on sharp curvature emit strange flange noises when riding welded rail fastened to concrete ties.

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above the Marias crossovers (page 61, December 1988 R&R) and also on the roof of one snowshed as an eastbound emerges from the adjacent shed and heads toward us, passing underneath and blowing diesel exhaust into our faces. All of this involves a mix of green BN units (including helpers on the rear of some trains), LMX leasers and borrowed Santa Fe and KCS power.

Helpers are seen cutting off at Summit, then it's down the east slope to Bison where Amtrak's eastbound *Empire Builder* sails by against the oft-photographed backdrop of the rugged Rockies. Another familiar scene finds Amtrak and freight crossing Two Medicine River Bridge. The wide-open, deceptively-steep hill between Grizzley and Spotted Robe permits a telephoto shot squeezing a westbound grain train's road units and rear-of-train helper into one frame, and we follow it into the virtual nose dive over the crest and down into the Two Medicine River valley.

Just when you wish there were some frigid winter scenes to show Marias at its meanest, Pentrex offers snow scenes taken a few years ago of helpers idling at Essex and Amtrak, Oakway SD60s and various BN diesels all battling the pass with flakes falling from the sky and swirling around the wheels.

Occasionally, simple maps are displayed to explain the track segments being covered. The narration is spoken well and briskly mentions the specific locations and circumstances for most of the sequences. In terms of solid facts, though, it's a bit shallow at times, and viewers who haven't read or seen much on Marias beforehand may be left puzzled by some of the quick little one-line comments the narrator throws out from time to time.

From a visual standpoint, the majority of camera work is to the usual sharp, smooth, steady Pentrex standard. Considering the main portion was filmed during one autumn visit, they've done an excellent job of hitting all the key places with the right camera angles to create the single best video coverage of Marias Pass I've seen — B.K.

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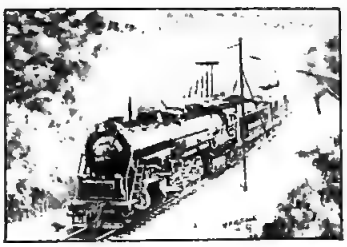

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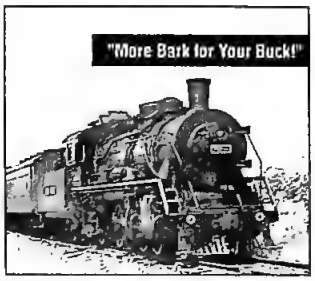

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BY JIM BOYD

Fast Glass

GUEST COLUMNIST: DAVID R. BUSSE

Editor Boyd's May 1992 CAMERA BAG discussion about shooting train photos in grubby weather really struck a familiar note. After many years of refusing to admit that trains always run in spite of the weather, I am now a firm advocate of getting those "mood shots" in less than ideal circumstances. In fact, several of my favorite recent photographs were made on days when I formerly wouldn't have ventured near railroad tracks with a camera. Locomotive headlights and block signals just look dazzling in bad weather, and you can get some wonderful reflected color off wet ties and rails. I only regret it took me so long to figure this out!

Boyd mentions using higher film speeds, tripods and modified composition for best results in lousy weather, but he fails to mention another critical element: fast lenses. Specifically, serious fans should consider the faster stuff manufactured by Canon and Nikon. It might sound like a rich man's option, but a little patience and snooping around in the used camera market can make this an affordable proposition for just about anyone.

Several years ago, when I began to get serious about making better pictures at sunrise, sunset and during storms, I started upgrading my camera bag with faster "glass" that I was able to ferret out of photographic swap meets and used equipment departments at camera stores. I also made friends with several local newspaper photographers who directed colleagues to me when they had certain lenses to sell.

Starting with a 200mm f2.8 telephoto, I slowly acquired the kinds of lenses that working news photographers have used for years — among them a 55mm f1.2, 135mm f2.0 and my favorite, the 300mm f2.8 (the latter took seven years to find at a reasonable price and condition; with a retail price of about $4000, I paid less than a third of that for a very good used one). The 200mm lens paid for itself with a snowy *Trains* cover shot.

These kinds of lenses cost more than normal consumer equipment but often allow you to shoot at comfortable shutter speeds when common sense dictates a tripod and cable release. And in "perfect" weather they are a joy to use: tack sharp and incredibly bright. On a nice day, I can shoot perfect action with the 300 at high shutter speeds in the f4-f5.6 aperture range which uses the prime "meat" of the optics. In a snowstorm, the fast telephotos are incredible.

Some months after getting the 300 f2.8, I had it mounted on a monopod in a Montana snowstorm as a BN freight rounded a curve. Fellow shooters in the group adjusted their shutter speeds to 1/60th and lower as the train blasted toward their lenses. I metered the scene and shot my Kodachrome 64 wide open: f2.8 at 1/500th. The resulting scene was razor sharp and beautifully exposed and froze a lot of the details beautifully, like the snowflakes and exhaust. It was a real thrill to make this kind of dazzling image on a day when many photographers would have stayed in bed. Now that I'm comfortable with Kodachrome 200, I have one camera body loaded just with this fast film, and I can make images well after the sun goes down!

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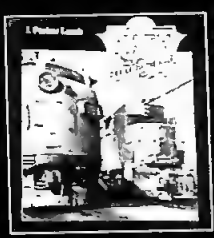

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There are a growing number of camera stores in the larger cities that rent specialized fast lens equipment, if you're not interested in owning. If you're serious about getting faster lenses on the used market, now is a very good time to shop around, since new, ultra fast (and ultra-expensive) Canon and Nikon lenses are available and many pros are trading their old stuff in for the more current models. A recent camera swap meet in California had more fast Nikon and Canon glass available than I'd ever seen previously.

If I win the California lottery, I'll probably go out and buy a lot of these ultra-fast lenses brand-new (Canon now has a 50mm f1.0 and a 200mm f1.8). For the time being, I'll be happy with my battle-scarred but optically perfect "fast glass" — and I'll continue to haunt the camera shows and used-equipment departments, looking for more bargains. And go railfanning with a raincoat and umbrella!

Railroadiana

BY BRUCE KELLY

What's New?

The 5th edition of *Rail Ventures — The Comprehensive Guide to Train Travel in North America* is a 440-page 6"×9" softcover containing descriptions of prominent lineside features along scheduled passenger train routes in the U.S. and Canada, plus a general overview of passenger service in Mexico. Routes of named trains are outlined in a primarily east-to-west direction with each mention of a notable landmark keyed not by milepost location but by the time (counting in minutes from the last station stop) at which it can be seen outside the window, assuming the train is running at normal speed. Beside the obvious comments about scenic and historic features there are many descriptions of interest to railfans such as gradients, tunnel lengths, lineside industries and train operations. The majority seems accurate, although I did spot a minor error where Santa Fe's north track through Cajon Pass is called "steeper" and the south track is described as "gentler but two-miles-longer," a reversal of fact that is correctly restated in the paragraph that follows. *Rail Ventures* can serve several functions. It can give you a preview of what to look for on your upcoming train trip. It can be handily referred to while riding the Superliner lounge or Canadian coach. And, when the journey is over and your slides come back, it can help identify trackside locations for the purpose of labeling or slide show narration. Rounded out with traveler's tips, lodging information, maps and a sprinkling of black & white photos (plus a color cover shot of Amtrak's *Niagara Rainbow* along the Hudson River), it sells for $14.95 ($17.95 in Canadian funds) plus

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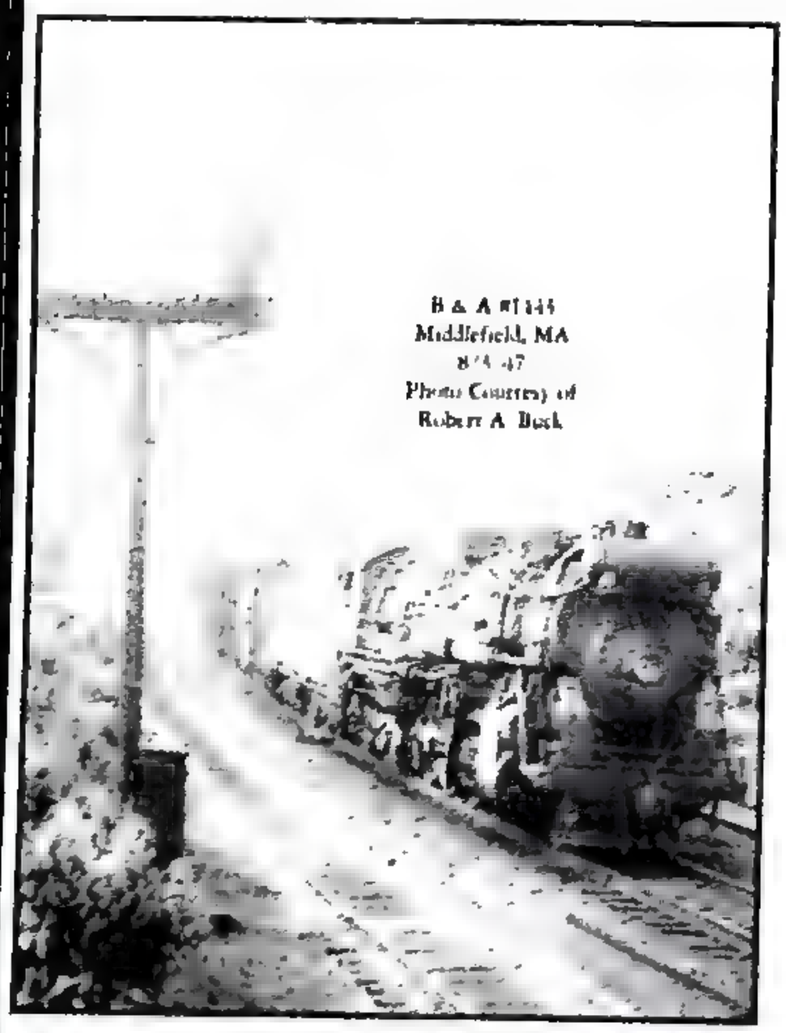

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The West End of the old B&O Cumberland Division has "a profile like the back of a dinosaur" as it hurdles over the Alleghenies via the summits at Altamont, Md., and Terra Alta and Tunnelton, W.Va. *West End — Cumberland to Grafton 1848-1991* by Charles Roberts tells of gritty mountain railroading on the more than 2% inclines of the Seventeen Mile, Cranberry and Cheat River grades. The tale is well told in more than 350 black & white and color photos, maps and grade profiles, plus some intriguing, colorful text. The more exciting pictures show 2-8-8-4s racing side-by-side up the multi-track main around Salt Lick Curve's 2.8% grade, F7s pulling hoppers toward Hitchcock Tunnel, the Swiss Alps stone architecture of Tray Run Viaduct and Geeps and SDs in B&O, Chessie and CSX colors. However, many of the photos (which in a few cases printed up muddy because of their age) are static, historical views of bridges, tunnels and other structures. Serious fans of the B&O or of mountain railroads in general will enjoy this 224-page 8½"×11" hardcover, which sells for $50.00 plus $4.00 shipping (Md. res. add $2.00 tax) from Barnard, Roberts & Co., P.O. Box 7344, 305 Gun Road, Baltimore, MD 21227.

Getting the Most Out of Your Scanner by Vincent Reh is a 58-page 8½"×11" booklet full of great ideas for doing just what its title implies. The author draws on his career and avocational involvement with radios (including employment with Motorola) to provide informative chapters on choosing and using scanners, how to improve performance with external antennas and other devices, and how railroad operations and communications can be decyphered and utilized by the railfan. It covers the sometimes different needs and functions of scanners and antennas for use at trackside, in your car or in your home. One section describes how to combine your scanner with a voice-activated tape recorder to keep track of train activity while you're asleep or otherwise away from your scanner. This little trick will let you get up in the morning and replay the night's radio chatter to see if your favorite road switcher or branch line local has gone to work already or not. That and much more make *Getting the Most Out of Your Scanner* worth every bit of the $6.00 postpaid price from Vincent Reh, 6417 Freeman Road, Byron, NY 14422.

The 1894 holdup of an SP train near Maricopa, Arizona, went down as one of the most poorly executed because the robbers uncoupled the engine without separating the express car (which carried the safes) from the rest of the train, and during their getaway across the desert they rode over soft ground instead of hard rock, making them very easy to track down. This and similar tales are told in much greater detail in *The Train Robbery*

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Era, an encyclopedic history by Richard Patterson. Illustrated with a handful of small black & white photos, this 300-page 7"×9" hardcover does a great job of presenting material that could otherwise have been handled in a boring way. From Acquia Creek, Virginia, (where an RF&P train was held up in 1894) to Winston, Missouri, (where some believe the James Brothers were responsible for a Rock Island train robbery), the book contains some 1000 alphabetically-arranged descriptions of train robberies (listed by location) and the robbers, bank agents and railroaders (listed by name) who played major roles. An index also lets you reference specific robberies by the railroad or persons involved. It sells for $39.95 plus $2.00 shipping (Colo. res. add tax) from Pruett Publishing, 2928 Pearl Street, Boulder, CO 80301.

Calling 1225

The write-up on Pere Marquette 1225 memorabilia in the May issue listed an incorrect number for telephone inquiries. Michigan State Trust Railway Preservation, which is marketing the products, can be called on Saturdays at 517/725-9464.

Southwest Region Timetable

The latest release in the terrific line of railfan timetables from Altamont Press is *Southwest Region Timetable No.1*, a 40-page softcover packed with vital information on railroad operations in Arizona and New Mexico. Just like the previous editions covering California and the Pacific Northwest, this one compiles the timetable graphs from major roads (in this case, SP, Santa Fe and BN) in Altamont Press' own neat, organized format. The "Special Instructions" section contains train symbol lists for these three roads as well as detailed engine rosters and radio frequency listings for all of the region's Class 1, short line, industrial and tourist railroads. You get a basic feel for the location of each line from the simple centerspread map, but you'll absolutely need other maps to be able to explore the routes in person. A separate insert sheet (which can be replaced with updated sheets mailed from the publisher) contains the schedules for Amtrak's *Sunset Limited* and *Southwest Chief*.

I field tested the *Southwest Region Timetable* during a visit to southern Arizona this spring, working primarily on SP's helper district in the desert mountains east of Tucson. Its 4¼"×11" size allowed me to carry it in my back pocket while hiking around in search of good views. Each time a talking defect detector transmitted over the radio, I simply flipped to page 17 of the timetable to see where the detector's milepost location was in relation to nearby sidings. My scanner was programmed with the SP road and repeater frequencies mentioned in the timetable, and while the timetable graph for the specific track segment I was shooting listed the wrong repeater frequency, the general frequency listing in the back of the book listed the correct one. Incidentally, out in the open desert, the repeaters will let you hear far more train talk, like defect detectors that are more than 50 miles away and trains preparing to depart distant yards, than is possible on the normal road channel.

Used in conjunction with my topographic maps, atlases and grade profiles, the *Southwest Region Timetable* was the perfect railfan guide to a land previously unknown.

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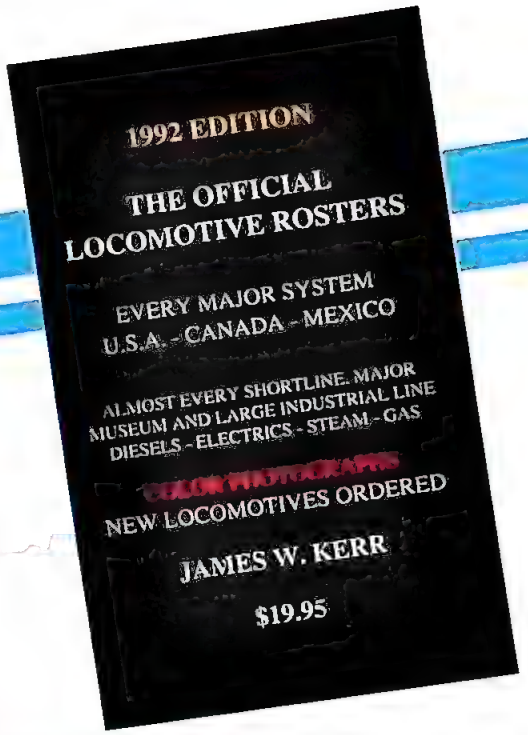

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See the rebirth of this famous 4-6-6-4 in 1981, including historic doubleheader with 8444 to Sacramento. 55 min. #001

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Rocky Mountain Railroad Club 16mm by Irv August

☐ **Steam Over Sherman** 54 min. $39.95
Journey to the 50's when Big Boys, Challengers, 4-8-4's and early diesels stormed over Sherman Hill. #011

☐ **Rio Grande of the Rockies** 60 min. $39.95
2-8-8-2's on Tennessee Pass. F-9's assisted by 2-8-8-2's to Moffat Tunnel. Narrow gauge K-27, K-28, K-36, K-37, 2-8-0 #268. Last train on Marshall Pass. #015

☐ **The Fifties Express** 52 min. $39.95
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Rocky Mountain Railroad Club excursions 1952-62. D&RGW N. G., C&S S.G., Great Western, Pikes Peak Cog., U.P. 4-8-4 #026.

☐ **The Milwaukee's Mighty Electrics** 40 min. $39.95
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☐ **Diesels On The Union Pacific** 60 min. $39.95
1980's U.P. Diesel action on Sherman Hill including revival of DDA40X "Centennials". #013

☐ **Diesels on the Union Pacific..The Sequel** 60 min. $39.95
Explore the scenic New Line over Sherman with SD-40's, and U30-C's. Ride the cab of DDA40X # 6922. #014

☐ **Tehachapi Part I: The Santa Fe** 57 min. $39.95
Modern railroading through green California mountains and over the marvel of Tehachapi Loop (1986). #020

☐ **Tehachapi Part II: The Southern Pacific** 52 min. $39.95
Features S P. trains including the Unit Tank Train. "Daylight" engine 4449 is seen on the Loop in 1984. #021

☐ **Diesels West** 55 min. $39.95
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☐ **Kindig's Diesels** 35 min. $29.95
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☐ **Allegheny Rails II: The Western Maryland** 52 min. $39.95
Decapod 2-10-0, Challenger 4-6-6-4, H-9 2-8-0, 4-6-2, Potomac 4-8-4, F-7, Alco RS2. Connellsville Main-Elkins Subdivision. #025

☐ **Blue Ridge Steam** 1 hour 22 min. $39.95
Norfolk & Western Y6 2-8-8-2, Class A 2-6-6-4, K Class 4-8-2 and famous "J" 4-8-4. Ride Powhatan Arrow in 1966. #035

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Rio Grande power lashed up for high speed and brute power over Soldier Summit on the Utah Division. (1988) #034

☐ **The Rio Grande Today** 2 hours $49.95
Summer, Fall, Winter Railroading in Colorado Rockies. Ride California Zephyr and Private Car Yerba Buena. (1982-1986) #022

☐ **Legend Of The Rio Grande Zephyr** 52 min. $39.95
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☐ **Snow Train: Rio Grande's Ski Special** 28 min. $29.95
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☐ **America On Rails (Section 3)** 37 min. $29.95
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☐ **Rio Grande of the Rockies** 60 min. $39.95
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☐ **Silver Rails & Golden Memories** 1 hour 12 min. $39.95
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The West End of the old B&O Cumberland Division has "a profile like the back of a dinosaur" as it hurdles over the Alleghenies via the summits at Altamont, Md., and Terra Alta and Tunnelton, W.Va. *West End — Cumberland to Grafton 1848-1991* by Charles Roberts tells of gritty mountain railroading on the more than 2% inclines of the Seventeen Mile, Cranberry and Cheat River grades. The tale is well told in more than 350 black & white and color photos, maps and grade profiles, plus some intriguing, colorful text. The more exciting pictures show 2-8-8-4s racing side-by-side up the multi-track main around Salt Lick Curve's 2.8% grade, F7s pulling hoppers toward Hitchcock Tunnel, the Swiss Alps stone architecture of Tray Run Viaduct and Geeps and SDs in B&O, Chessie and CSX colors. However, many of the photos (which in a few cases printed up muddy because of their age) are static, historical views of bridges, tunnels and other structures. Serious fans of the B&O or of mountain railroads in general will enjoy this 224-page 8½"×11" hardcover, which sells for $50.00 plus $4.00 shipping (Md. res. add $2.00 tax) from Barnard, Roberts & Co., P.O. Box 7344, 305 Gun Road, Baltimore, MD 21227.

Getting the Most Out of Your Scanner by Vincent Reh is a 58-page 8½"×11" booklet full of great ideas for doing just what its title implies. The author draws on his career and avocational involvement with radios (including employment with Motorola) to provide informative chapters on choosing and using scanners, how to improve performance with external antennas and other devices, and how railroad operations and communications can be decyphered and utilized by the railfan. It covers the sometimes different needs and functions of scanners and antennas for use at trackside, in your car or in your home. One section describes how to combine your scanner with a voice-activated tape recorder to keep track of train activity while you're asleep or otherwise away from your scanner. This little trick will let you get up in the morning and replay the night's radio chatter to see if your favorite road switcher or branch line local has gone to work already or not. That and much more make *Getting the Most Out of Your Scanner* worth every bit of the $6.00 postpaid price from Vincent Reh, 6417 Freeman Road, Byron, NY 14422.

The 1894 holdup of an SP train near Maricopa, Arizona, went down as one of the most poorly executed because the robbers uncoupled the engine without separating the express car (which carried the safes) from the rest of the train, and during their getaway across the desert they rode over soft ground instead of hard rock, making them very easy to track down. This and similar tales are told in much greater detail in *The Train Robbery*

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DAVID LUSTIG

Era, an encyclopedic history by Richard Patterson. Illustrated with a handful of small black & white photos, this 300-page 7"×9" hardcover does a great job of presenting material that could otherwise have been handled in a boring way. From Acquia Creek, Virginia, (where an RF&P train was held up in 1894) to Winston, Missouri, (where some believe the James Brothers were responsible for a Rock Island train robbery), the book contains some 1000 alphabetically-arranged descriptions of train robberies (listed by location) and the robbers, bank agents and railroaders (listed by name) who played major roles. An index also lets you reference specific robberies by the railroad or persons involved. It sells for $39.95 plus $2.00 shipping (Colo. res. add tax) from Pruett Publishing, 2928 Pearl Street, Boulder, CO 80301.

Calling 1225

The write-up on Pere Marquette 1225 memorabilia in the May issue listed an incorrect number for telephone inquiries. Michigan State Trust Railway Preservation, which is marketing the products, can be called on Saturdays at 517/725-9464.

Southwest Region Timetable

The latest release in the terrific line of railfan timetables from Altamont Press is *Southwest Region Timetable No.1*, a 40-page softcover packed with vital information on railroad operations in Arizona and New Mexico. Just like the previous editions covering California and the Pacific Northwest, this one compiles the timetable graphs from major roads (in this case, SP, Santa Fe and BN) in Altamont Press' own neat, organized format. The "Special Instructions" section contains train symbol lists for these three roads as well as detailed engine rosters and radio frequency listings for all of the region's Class 1, short line, industrial and tourist railroads. You get a basic feel for the location of each line from the simple centerspread map, but you'll absolutely need other maps to be able to explore the routes in person. A separate insert sheet (which can be replaced with updated sheets mailed from the publisher) contains the schedules for Amtrak's *Sunset Limited* and *Southwest Chief*.

I field tested the *Southwest Region Timetable* during a visit to southern Arizona this spring, working primarily on SP's helper district in the desert mountains east of Tucson. Its 4¼"×11" size allowed me to carry it in my back pocket while hiking around in search of good views. Each time a talking defect detector transmitted over the radio, I simply flipped to page 17 of the timetable to see where the detector's milepost location was in relation to nearby sidings. My scanner was programmed with the SP road and repeater frequencies mentioned in the timetable, and while the timetable graph for the specific track segment I was shooting listed the wrong repeater frequency, the general frequency listing in the back of the book listed the correct one. Incidentally, out in the open desert, the repeaters will let you hear far more train talk, like defect detectors that are more than 50 miles away and trains preparing to depart distant yards, than is possible on the normal road channel.

Used in conjunction with my topographic maps, atlases and grade profiles, the *Southwest Region Timetable* was the perfect railfan guide to a land previously unknown.

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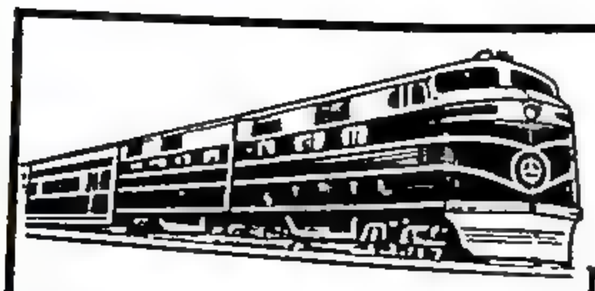

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Arizona Atlas

While railfanning in Arizona this spring, I relied heavily on the *Arizona Road Atlas* produced by the publishers of *Arizona Highways* Magazine. The 56-page, 8½"×11" softcover presents the state in a series of 1:500,000-scale topographic maps printed across two-page spreads. In rather good detail, the color maps show railroads and certain sidings, ground contour lines at 500-foot intervals and, of course, highways and local roads. Any roads not named or numbered are at least indicated by exit number if they connect with an Interstate highway. Seventeen major cities are covered with detail maps in the back of the atlas, again with railroads clearly shown. Until DeLorme comes out with an Arizona Gazetteer, this is your best single map package for railfanning the Grand Canyon State. It's a real bargain at $4.95 plus $1.50 shipping (Ariz. res. add tax, foreign orders add $4.00 shipping, U.S. air delivery add $1.50) from *Arizona Highways*, 2039 W. Lewis Avenue, Phoenix, AZ 85009-9947. To order by phone, call 800/543-5432 nationwide or 258-1000 from within the Phoenix area.

Need more precise maps for your Arizona trip? Visit one of the Wide World of Maps stores in Phoenix, Mesa or Tempe. In addition to a full line of atlases and maps from DeLorme and others, they stock nearly every USGS topographic map available for Arizona, including the super-detailed 15-minute and 7.5-minute ones that clearly show tunnels, major bridges, certain abandoned routes and other railroad elements that ordinary road maps don't show you.

Traction Publications — by Joe L. Diaz

CITY LINES OF THE SYDNEY TRAMWAY SYSTEM by David R. Keenan, MCIT, is the sixth in a series of books by the author describing the tramways of Sydney, Australia, in every detail. This is a wonderfully illustrated 88-page 8¼"×11½" softbound book focusing on the heart of the system, the city of Sydney. There are 125 photographs herein, the great majority being in black & white with reproduction being excellent. There is a small selection of color photographs. While there is adequate written text accompanied by extensive photo captions that are truly descriptive, a marvelous array of operating scenes is certain to captivate any street railway fan. Beginning with horsedrawn vehicles and steam dummy operations, progressing to a large and complicated system of electric cars which rapidly progressed to large double-truck equipment, some of the earliest vehicles displayed a strong North American influence, double-truck deck-roof, open and closed cars.

There are 31 maps and trackage diagrams, ranging from small in size to full page. There is excellent material devoted to the rolling stock and depot allocation. Additionally, power supply and distribution, service frequencies, running times, telephone circuits, destination signs and fares are well covered.

This is certainly an outstanding book containing exceptional coverage of a very fascinating system. It is available for $22.95 postpaid from The Map Factory, P.O. Box 12629, Seattle, WA 98111.

4501
25th Anniversary

The 4501 is renowned for being the locomotive that began the resurgence of steam to mainline rails during the 1960's. We have compiled a video that does justice to this engine and the Southern Railway Steam Program. A 10 minute historical segment with 16mm film by Mike Eagleson traces the early years of the program and the 4501. You'll see 4501 on the Kentucky and Tennessee Railroad, and many of the other Southern steamers such as 630, 722, 750, and Texas & Pacific 610.

The remaining 50 minutes contains great action of 4501 in 1991, her 25th year of excursion duty. We see a short freight from Salisbury, N. C. to Asheville, and later ride the cab to Knoxville. Then watch 4501 on the "Rathole" with runs from Cincinnati, and Oneida. TN. to Chattanooga.

In Chattanooga enjoy 2-8-0 #610 by visiting the Tennessee Valley Railroad Museum (4501's home also).

The tape is completed by covering the 25th Anniv. weekend in Chattanooga. 4501, 611, and 1218 were tripleheaded on the final day with 4501 leading the train.

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Book Reviews

Canadian Trackside Guide 1992, published by the Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1; 486 5½"×8½" pages, softcover; $17.50 postpaid (Canadian orders add 7% GST).

Always an excellent reference, this annually-updated book has reached a high point this year with tons of additional information and two entirely new sections. Like the previous editions, it begins with super-detailed rosters of locomotives, passenger cars, cabooses, cranes and snow-fighting and maintenance equipment for railroads throughout Canada which are subdivided by model and number series with abundant technical notes. Most rosters are organized by company, while the locomotive rosters for short lines, industrials and preserved equipment are organized by province. So much information is crammed in here that the rosters alone fill two-thirds of the book.

The 16-page radio frequency section lists everything from the primary road channels to the hundreds of repeater, PBX and other specialized channels. Fifteen pages of symbol lists cover trains of CN, CP and VIA with intense detail. CP Rail's unit coal trains, which are numbered for specific types of coal as well as their origin and destination, are shown individually so you can see that an 830 out of Fording, British Columbia, is handling weak coking metallurgical coal while an 808 from nearby Elkview hauls low-ash thermal coal.

New to the *Canadian Trackside Guide* is the large section containing employee timetable graphs from every Canadian railroad with the exception of three iron ore lines, two of which may be added to next year's edition. Bytown spent hundreds of hours taking the hundreds of graphs from each company's official timetables and redesigning them into

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one easy-to-read format which puts radio frequencies and talking detector locations right beneath the track segments they relate to. This 104-page section includes small schematic maps for each railroad.

Another new section provides passenger train schedules for VIA Rail, BC Rail, Algoma Central and Ontario Northland. Such improvements have made this book into an absolute must-have "bible" for anybody who photographs, models, studies or watches trains in Canada — B.K.

We'd like you to meet...

Harre Wilkins Demoro

The author of our feature on visiting eastern Russia is well known in Western railfanning and traction. A professional journalist — who pronounces his first name like Harry Truman — he tells his own story quite well:

"I was born in Oakland, California, on July 8, 1939, and never had a chance to grow up a normal person because I was raised in a railfan household. My father, Ralph W. Demoro (1900-1978), a pharmacist and San Francisco native, began taking railroad and maritime photographs in 1918. His idea of a family outing was a day on San Francisco streetcars or chasing Southern Pacific steam locomotives. Often we'd ride home to the East Bay on a Key System electric train or aboard a Southern Pacific steam paddle-wheel ferry.

"My father took me on my first railfan trip in 1946 — an excursion over the Sacramento streetcar system sponsored by the Bay Area Electric Railroad Association, which now owns the Western Railway Museum at Rio Vista Junction. In the 1980s, I was BAERA board chairman for seven years. I am especially proud of that.

"I bought my first good camera, a Kodak 620 folding camera, in 1953 and have always favored medium format black & white photography. Today I have Koni Omegas, a Rollei and a Mamiya Universal. My film-size choice was fortunate because I was able to get good negatives of Southern Pacific steam locomotives, then common in the Bay Area, Sacramento Northern electric freight trains, the Pacific Electric and, my favorite, the Key System trains that ran over the San Francisco-Oakland Bay Bridge. I used to cut high school and ride the Sacramento Northern electric trains between Oakland and Pittsburg.

"My interest in writing landed me a newspaper job at the San Leandro *Morning News* in 1962. I've worked for six newspapers since, all in the Bay Area, and have been at the San Francisco *Chronicle* for eleven years. For seven years I was technical editor of *Mass Transit* Magazine, and I write the monthly "Out West" column for *Passenger Train Journal*. For most of my news career I have covered rapid transit, streetcars, cable cars, railroads, highways and toll bridges. I guess with this background I could not avoid writing books.

"A number of people have influenced my writing and photography — my father, of course, my co-author friends Vernon Sappers, Ted Wurm and John Harder, and Donald Duke at Golden West Books, and the late Waldemar Sievers.

"I met my wife, Jo Murray, at the Oakland *Tribune*. She now has a public relations firm. I have a 25-year-old daughter, Kristin, from a previous marriage, who is not a railfan but says, 'I appreciate what my father and grandfather have done'."

MASSACHUSETTS' MAINE ATTRACTION

Join Jim Boyd for full coverage of the Edaville Railroad's Railfan Weekend in June, 1991, featuring authentic steam locomotives from the once-extensive two-foot gauge railroads of Maine! You'll enjoy doubleheaders and freight trains, and see the railbus, inspection car, and diesels in action. The program also presents rare **vintage film footage** of the Bridgeton & Harrison's Two-foot gauge 2-4-4Ts 7 and 8 in **regular service** in the late 1930's, plus scenes from the Edaville's early years, featuring the steam locomotives and rolling stock in a variety of unusual paint schemes. Dramatically-lit night scenes, a cab ride, and Mark I's **exclusive Chooch-Cam** coverage of #4 in all her glory, complete this fine Edaville tribute. Videotaped and edited on Broadcast-Quality Beta-cam SP equipment.
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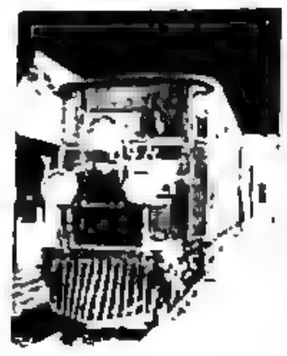

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Transit Currents

Streetcars to Baltimore's

On April 6, 1992, the opening day for the Baltimore Orioles baseball team and the new ballpark, there was limited service on the central light rail line between Timonium on the north and Camden Yards, the site of the new Orioles ballpark, which is immediately west of historic Camden Station. At the end of December 1991, three quarters of the track had been installed and the catenary was being hung.

It was in 1963 that the last streetcar ran in Baltimore and Baltimorians and visitors had to rely on the excellent streetcar museum to enjoy what it was like to ride a trolley in the Maryland metropolis. Now, visitors and residents will be able to ride regular light rail service.

When you step up to ride on the new light rail line, you will find that tickets will cost you between $1.10 and $1.35. You will have to buy your ticket from a self-service vending machine. Fare inspectors will be roving the trains to inspect tickets or find other proof of payment.

Despite the recession, which has hit Maryland very hard, there are some quite positive things going on. MARC commuter rail service has expanded within the last year north and east from Baltimore to Cecil County. A feasibility study of a magnetic levitation high-speed rail system between Baltimore and Washington has received some federal funding. The tight financial situation has forced Maryland to abandon plans for a Bethesda to Silver Spring trolley. This line, which was to use the abandoned Baltimore & Ohio Georgetown branch, appeared as if it would be a sure thing two or three years ago. Maybe it will be resurrected in the future.

Thanks to Marion J. Zych for the news.

CTA Centennial Cars

Bruce Nelson of the Chicago Transit Authority sends word that CTA has dressed two contemporary cars in a special vintage paint scheme commemorating the centennial of Chicago rapid transit (see photo on page 4). Nelson says, "CTA veteran Bob Janz first presented the idea of painting a set of modern cars, and he and equipment engineer Walter Keevil thought that painting a modern unit would bring the greatest exposure versus the operation or display of older rolling stock. A married pair of 2000-series cars was chosen for two reasons: they are smooth-sided, allowing for a quality paint job, and they operate on the section of railroad that is actually 100 years old. The 2000 series is presently undergoing a scheduled rehabilitation program which includes body work and painting. The special paint was simply substituted for the standard scheme at the final stage of the rehab without incurring substantial additional cost."

The centennial set is numbered 1892-1992 (in reality 2007-2008). Following the endorsement of Bob Janz's concept by executive management, superintendent of staff operations Bruce Nelson worked with original painting and lettering diagrams to adapt the turn-of-the-century paint scheme to the 1964 Pullmans. Nelson gathered input from CTA staffers and finally presented a plan to the Skokie Shop forces for application.

According to Nelson, "The shop painters and carpenters performed excellent work on the 28-year-old cars, making them look better than new. The lettering was made using CTA's vinyl decal maker, but the shadowing was done by hand. The 1892-1992 will be formally dedicated and will enter everyday service on the century-old North-South route." Thanks again to Bruce Nelson.

A Septa Excursion

G. Gerrish Williams reports that the Philadelphia Chapter NRHS sponsored the first public charter of SEPTA's Bombardier push-pull trainsets on March 29, 1992, the last Sunday before SEPTA enacted its first line shutdown for the massive "Railworks" line rehabilitation project. As Williams puts it, "The trip originated at West Trenton, using a trainset that normally lays over there. (For the duration of the two Railworks shutdowns, the push-pulls will operate exclusively on R5 Paoli/Downington/Parkesburg trains.) Powered by an AEM7, the excursion covered lines which rarely if ever see push-pulls in regular service, including the Chestnut Hill West, Airport and Norristown lines. At Norristown, the train was posed with the prototype N-5 car, which was spotted on the Norristown High Speed Line viaduct over the special (photo on page 4)."

Williams also has the scoop on SEPTA's Railworks project, which he says, "got fully underway April 5 with the complete shutdown of service on the former Reading trackage between Wayne Junction and Market East station downtown. Service will remain suspended until October 3, with another shutdown scheduled for May 2 through September 4 next year. Included in the project will be the replacement of 20 bridges and the reconstruction of five additional bridges, the installation of new track, signals and cate-

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Camden Yards Ballpark

nary and the construction of a new Temple University station about two blocks north of the previous station at Columbia Avenue.

"For the duration of the two shutdown periods, service on the R2 Warminster, R3 West Trenton and R5 Lansdale/Doylestown lines will continue as far south as the new Fern Rock Transportation Center built on the rail main line adjacent to the Broad Street Subway Fern Rock terminus. Rail passengers will transfer here to the Broad Street Subway to reach center city Philadelphia. These trains will continue south to Wayne Junction on weekdays but will turn at Fern Rock on weekends. Single- and multi-ride tickets will be valid for the combined rail/subway trip. In addition, all rail passenger service will be suspended during both shutdown periods on the R6 Norristown, R7 Chestnut Hill West and R8 Fox Chase lines with substitute bus services provided primarily for peak period riders." Many thanks to G. Gerrish Williams.

L.A.: Green Line Car Contract

You may have seen it on the network news. The "MacNeil/Lehrer News Hour" devoted time to it. Something in rail transit that made the headlines and the newslines around the United States was the cancellation of the contract for the Green Line light rapid transit cars.

To begin at the beginning, the Green Line is a light rapid transit line scheduled to open in 1994. When completed it will run 23 miles from Norwalk on the east to El Segundo near the Los Angeles International Airport (LAX). The Green Line is being built down the median of the Glenn Anderson Freeway, a highway that is not yet completed. At the western end the line will serve LAX. Of two bids for the cars, one came from Morrison-Knudsen and the other from Sumitomo Corporation of America, acting as the agent for Nippon Sharyu Siezo Kaisha. Even though the Morrison-Knudsen bid was lower, the contract was awarded to Sumitomo because of the greater experience that Sumitomo had in building railcars. Whichever company got the contract, the automatic train control would be supplied by the Union Switch & Signal Company.

A big-league flap developed among the politicians and others who were vexed at giving the contract to a Japanese company. It became an especially touchy subject in light of the very high level of unemployment in the Los Angeles area. There were charges of racism and Japan-bashing and hopes that whoever does build the cars will construct them

CHRIS D'AMATO

NEW BALTIMORE LRVs pass the Pratt Street Station on their first day of service on April 3, which also saw the opening of the Orioles' new "Camden Yards" baseball stadium, at right. Behind the LRVs are the former B&O Camden Station and warehouse, which have been renovated to provide office space.

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in the Los Angeles area. In the end, the Los Angeles County Transportation Commission voted 11 to 0 to cancel the car-building contract in mid-January of 1992. Not surprisingly, the action came on the heels of President Bush's visit to Japan and the other Pacific Rim nations.

A special panel will be convened to consider the development of a standardized railcar design for Los Angeles, with the hope and expectation that the cars will be built locally. The idea of automating the Green Line is on the back burner because of cost overruns, and apparently it is quite likely that the Green Line will be a standard light rail operation. Thanks very much to Douglas I. Duncan, William Church, and John Allen Lee for the news.

El Paso PCCs

The El Paso PCCs may once again see life. There is now talk of restoring the cars and perhaps some of the operation of the trolley service that once ran across the border between the U.S. and Mexico at El Paso. The last operations between downtown El Paso and Juarez, Mexico, took place in 1974. The Federal Transit Administration grant of $2.8 million will help restore the old cars if El Paso comes up with $400,000 in matching funds. Moreover, in order to qualify for federal funds, the trolleys have to serve a mass transit function.

Ten PCC cars remain in El Paso, sitting in several open lots in space donated by the property owners, including the El Paso Natural Gas Company. The ten cars have been leased by the city to Paso del Norte Streetcar Preservation Society on a 30-year, $1.00 a year basis. The lease was undertaken when the society learned that the city planned to scrap the old trolleys. The first thing that has to be done is to find a place to store the cars under cover while they are being rehabilitated. It is possible that one car will be restored cosmetically early on and displayed at the Union Plaza so that the public will have some idea of what is going on. Thanks very much to Frank A. Brooks, Jr. for the news.

Flashes

Charles Bogart sent in an item that revealed that a task force subcommittee in the **LOUISVILLE, KENTUCKY**, area has proposed building a light rail line linking Standiford Field, the University of Louisville, the Kentucky Fair and Exposition Center, Churchill Downs, downtown Louisville and other sites throughout Jefferson County.

In the Chicago area, Metra chose **MORRISON-KNUDSEN** Corporation to manufacture 173 new commuter cars and remanufacture 140 cars from the existing fleet. The contract was announced on January 17, 1992, as one of the largest car orders in U.S. history. The price tag is $380 million.

An unstable pit of **PIG MANURE** dumped in 1911 or 1912 to fill a gully 30 feet wide, 25 feet deep and about 350 feet long appeared to be in the way of a trackage extension for a tourist line in the Fort Worth area. The site of the pit was hard by the county fairgrounds, a rich source of such fill. The unstable stuff was scooped out, replaced with dirt. On the question of what to do with the manure, word has it that it was sent to Washington, D.C., where no one would notice. Thanks to Mike Murray for the news.

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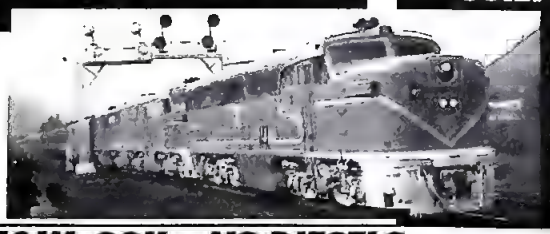

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KODACHROME JAMES TERRELL

SANTA FE SOUTHERN ran its first revenue train on the ex-AT&SF branch between Santa Fe and Lamy, New Mexico, on March 16 using GP7 92 (ex-AT&SF 2075). The train passed a Spanish-style mission while departing Lamy (where SFS connects with AT&SF) for the return journey to Santa Fe.

KODACHROME JIMMY W BARLOW

DALLAS, GARLAND & NORTHEASTERN is a new RailTex subsidiary operating on 64 miles of former Union Pacific (nee-MKT) track from Trenton to Garland, Texas, via Greenville. Wearing what DGNO calls its "Dallas Cowboys colors," ex-AT&SF GP7 2013 was at Garland **(right)** on March 14.

KODACHROME IAN PLATT

GODERICH & EXETER is the first RailTex subsidiary outside the United States. On April 3, GEXR GP9s 177, 179 and 180 were at Stratford, Ontario, while CN made its last run west to Goderich. GEXR and its Geeps now operate the route.

KODACHROME BEN KERR

CHICAGO & ILLINOIS MIDLAND SD9 54, seen at Havana, Illinois, on March 27 **(below),** was remanufactured and given new remote control gear in February and released with a new black frame stripe.

KODACHROME CURT JANS

EX-UTAH RAILWAY DL600B 401 (nee-AT&SF 9823), which had been stored for years in Salt Lake City, has been revived for use on a hazardous waste disposal site. It was at Clive, Utah, on April 3 **(below).**

KODACHROME CRAIG ELLIS

TRONA RAILWAY's BALDWINS are due to be replaced at any moment. SP units have already been substituting on the California short line, however AS616s 52 and 54 did manage at least one run on April 7 **(left).**

UP 4-6-6-4 3985 At press time, Union Pacific has firmed up its August and September tour to Texas for the 1992 Republican National Convention in Houston. En route UP will run several *one way* excursions over its former-Missouri Pacific and Katy lines sponsored by local groups. Watch the August '92 TIMETABLE for more detailed ticket information.

The 3985 will haul freight from Cheyenne to North Platte on August 7, to Marysville on August 8th and on to Kansas City on August 9 where it will pick up the passenger train. After an August 10th layover day in Kansas City, the move south begins on August 11 with a Kansas City-Coffeyville, Kan., trip sponsored by the UP Historical Society (the first passenger train over this line in nearly 40 years). On August 12 it continues with a Coffeyville-McAlester, Ok., trip sponsored by the Central Oklahoma Railroad Historical Society of Tulsa, and August 13 is a McAlester-Fort Worth trip sponsored by the same group. August 14 is a Fort Worth-Houston via Waco and Bryan trip sponsored by Gulf Coast Chapter NRHS.

From August 15 through 21 the 3985 will be on display in downtown Houston near Republican Headquarters. On August 22 the Gulf Coast Chapter will sponsor a Houston-San Antonio trip via Valley Junction and Taylor; August 23 will be San Antonio-Fort Worth trip via Austin and Valley Junction. The 3985 will then layover in Fort Worth until August 27, when it will run Fort Worth-Dallas round trips for a private sponsor. On August 28 the Age of Steam Museum will run a 35-mile trip from Fort Worth to Dallas, on August 29 there will be a Dallas-Longview trip sponsored by the Great East Texas Train Society, and on August 30 the same group will continue on to Little Rock, Arkansas, via Texarkana. August 31 will be a display day in Little Rock.

On September 1 the Little Rock Chapter NRHS is sponsoring a Little Rock-Van Buren trip, followed by a Van Buren-Parsons, Kan., trip on September 2. September 3 is a layover day at Parsons. September 4 is a Parsons-Kansas City trip sponsored by the Smoky Hill Railroad Historical Society, after which the 3985 will "deadhead" up to Topeka, Kansas, for the annual Railroad Days Celebration September 5 through 7. On September 8 the 3985 will deadhead up to Marysville, and the passenger train will continue on to Omaha. On September 9 the 3985 will run from Marysville-North Platte on freight, and on September 10 it will continue to Cheyenne on freight.

Before the Texas tour, the Challenger will power a Cheyenne to Laramie round trip excursion on June 27 as part of the UP Historical Society's annual convention, which is already sold out. Trailing the Challenger on the Katy and MoPac trips will be UP's 19-car excursion trainset including three dome cars. These trips will provide many opportunities to see the Challenger in full stride and cover lots of rare trackage for the mileage collectors. When was the last time a passenger train ran through Van Buren, Arkansas?

DALLAS, GARLAND & NORTHEASTERN On Sunday, February 9, 1992, RailTex's new Dallas, Garland & Northeastern Railroad took over about 64 miles of Union Pacific (ex-MKT) track from Trenton through Greenville to Garland, Texas. This line was part of Katy's old secondary main line to Dallas. The UP abandoned its north end between Denison and Bells in early 1990. RailTex affiliate Texas Northeastern took over the Bells-Trenton segment later that year. The Garland-Dallas segment is still operated by UP but is owned by Dallas Area Rapid Transit.

The DGNO is headquartered in the old MKT depot in Garland. Motive power consists of Intermountain Western GP9 173, Great Western GP9 272 and ex-AT&SF GP7 2013. The 2013 has been painted in what DGNO calls its "Dallas Cowboys colors." Two GP39s were expected to arrive in similar paint by April — JIMMY W. BARLOW.

SANTA FE SOUTHERN On March 12, 1992, new short line Santa Fe Southern announced its purchase of Santa Fe Railway's 18-mile branch between Lamy and Santa Fe, New Mexico. According to an SFS press release, the short line's six founders include California railroad entrepreneur Bryan Whipple, Santa Fe architect Neil Carter and noted TV actor and rail enthusiast Michael Gross. SFS presently operates with ex-AT&SF GP7 2075 (now SFS 92) and caboose 999569. It ran its first revenue freight train on March 16. Ironically, the red and yellow SFS paint scheme is somewhat similar to the so-called "Kodachrome scheme" that was applied to a number of Santa Fe and Southern Pacific units in anticipation of the never-consummated SF-SP merger of the 1980s. As early as summer 1992, SFS hopes to begin offering public caboose rides, to be augmented in the future by full-scale excursions and dinner trains which the road says may be powered by F-units or steam. Santa Fe Southern will continue to interchange the branch line's traffic with the AT&SF at Lamy.

Now that the Atchison, Topeka & Santa Fe no longer runs to its New Mexico namesake, it's worth mentioning that AT&SF sold its line into Atchison, Kansas, in January 1992 and has been serving Atchison via trackage rights out of Kansas City on BN. The 41 miles of track between Atchison and the Santa Fe main line at Topeka were purchased by Topeka & Parnell Railways, a Salt Lake City-based company which ignited controversy when it replaced five miles of the line's heavy welded rail with lighter rail. A group called the Atchison, Topeka & Scenic Railroad is now attempting to buy the line from Topeka & Parnell to create a new excursion service between Atchison and Topeka.

GODERICH & EXETER RailTex has embarked on its first short line operation outside the United States. Its new subsidiary, Goderich & Exeter Railway, now owns and operates Canadian National's 46-mile Goderich Subdivision between Stratford and Goderich, Ontario, as well the 24-mile Exeter Subdivision which diverges from the Goderich Sub at Clinton and runs to Centralia. The short line is located roughly between Detroit and Toronto, with Goderich being on the southeast shore of Lake Huron. CN reportedly made its last trip to Goderich on April 3. RailTex now runs the line with GP9s 177, 179 and 180, which are lettered for GEXR.

CHICAGO & ILLINOIS MIDLAND SD9 54 In February 1992, C&IM SD9 54 was outshopped after remanufacturing and the installation of remote control gear. Not only was it released without the C&IM red "cigar band" stripe, it also features a new black frame stripe. The unit can be seen at Havana, Illinois, where its remote control capability is used at the rail-to-barge coal dumping facility.

EX-UTAH RAILWAY DL600B 401 Another former-Santa Fe "alligator" is again on the prowl. Envirocare of Utah, a hazardous waste disposal firm, is using former-Utah Railway DL600B 401, originally Santa Fe 9823, at its Clive, Utah, waste disposal site roughly 80 miles west of Salt Lake City on the former Western Pacific/Union Pacific main line. After its life on Utah Railway coal trains, the vintage Alco was acquired by the Promontory Chapter NRHS, which sold it to Herzog Leasing. Stored in Salt Lake City for the last eight years, the 401 was brought back to life during March 1992. Santa Fe paint still shows on its carbody, recalling the days when sets of these monsters worked their way over Cajon and the Tehachapis.

TRONA RAILWAY'S BALDWINS The popular Trona Railway Baldwin road switchers are being threatened with retirement. The Kerr-McGee plant which owned the railroad and kept the Baldwins running has been purchased by North American Chemical Corporation of Mission, Kansas. The new owners plan to make some changes to the railroad operation — one of the first moves will be to replace the vintage Baldwin AS616s with more modern locomotives. Replacements haven't yet been found, and SP power has been leased on days when the Baldwins are down. Presently only the 52 and 54 are in service; the 53 suffered a major failure and will not be repaired. Disposition of the Baldwins has not been decided, though there is talk of putting the 53 and a caboose on display in the town of Trona.

UP DIESEL DOINGS A firm order has been placed with EMD for 50 SD60Ms with expected delivery to be late 1992 and early 1993, bringing the total of EMD and GE Super Cab units on UP to 400. The last two units of this order will be powered by Liquified Natural Gas, which would make them the first units built new to burn the LNG. They will be mated with LNG fuel tenders and tested system-wide. If successful, an order for 50 more units could result. Natural gas burns cleaner than diesel fuel and is in more abundant supply.

For the UP's executive locomotive fleet, VMV Manufacturing has been contracted to rebuild E9s 951, 949 and E9B 970B. The latter was built for the UP and converted by the Alaska Railroad to a head-end-power car. It was later purchased by California's Portola Railroad Museum, which gave the empty carbody back to UP. VMV

will rebuild all three units into "E38-2s" which will involve replacing the two 567 V12s in each unit with a single V16 645 (the engines are already absent from the B-unit). Externally, all three units will look like traditional E9s (the exhaust will even be directed out the original stacks), but inside they will be more standardized with the rest of the UP fleet. The work is expected to take about a year, and the units will return in a 1960s "in service" streamliner appearance.

MILWAUKEE ROAD 4-8-4 261 At 1:36 p.m. on March 5, 1992, Milwaukee 4-8-4 261 touched home rails again for the first time since the 1950s. The engine was being moved from its display site at the National Railroad Museum in Green Bay to Wisconsin Central's nearby ex-Milwaukee Road enginehouse, a distance of six miles.

Now in a shop environment, significant steps toward restoration have begun. The locomotive's running gear is being rebuilt, and repairs are being made to the tender trucks to accept new roller bearings — the old ones had been removed before the locomotive was donated to the museum. This work will enable 261 to make an easy trip to its final Twin Cities restoration site. Meanwhile, subcontractors have begun removing various appliances for overhaul.

On March 14, a final photo (page 74) of 261 was staged before it was torn down for overhaul. The headlight and bell were installed, the headlight was lit with "house" power and photos were taken.

Milwaukee S3 4-8-4 261 was leased from the National Railroad Museum by North Star Rail, a for-profit group of Twin Cities individuals who want to restore a major locomotive for excursion service. Money is in place for the complete overhaul, and several contractors will be working together, each performing in their field of expertise. A non-profit "Friends of the 261" has been established as a support organization with a newsletter and other projects for those wishing to get involved. Write to the "Friends" at 4322 Lake Point Court, Shoreview, MN 55126 — STEVE GLISCHINSKI.

AMTRAK ROADRAILERS On March 24, an Amtrak test train was run between Philadelphia and Harrisburg with AEM7 electrics pulling an Amcoach (fitted with diagnostic gear) and three RoadRailer trailers (page 4). Two of the rail-riding trailers were marked for RoadRailer (one loaded, the other empty) while the third was marked for Amtrak and the U.S. Postal Service (also loaded). The test runs attained speeds of up to 125 m.p.h. with no apparent adverse effects. Amtrak has said it may purchase 150 RoadRailer units from Wabash National in order to gain some of the USPS traffic that currently travels by truck. The new "CouplerMate" bogie which Wabash National developed will allow Amtrak's RoadRailers to function at passenger trains speeds with all of Amtrak's equipment. Coupled at the rear of Amtrak trains for long hauls, the RoadRailers could be quickly off-loaded at terminals for local drayage.

A&WP 4-6-2 290 During April 3-5, 1992, the New Georgia Railroad ran a round trip Atlanta-to-Savannah excursion over Norfolk Southern (ex-Southern and Central of Georgia) lines with Atlanta & West Point 4-6-2 290 in the lead. Midway through the journey on April 4, four 20-mile excursions were run from Savannah's waterfront area with the 290 leading the train out of town and ex-Southern FP7 3498 pulling the train back. A highlight of the short Savannah trips was the run down historic River Street (page 74) — STEPHEN FLYNT.

THE "SALUDA SPECIAL" What started out as an abandonment scare for the famous Saluda Hill resulted in the first excursion in ten years over the line. Located on the former Southern Railway line between Asheville, N.C., and Spartanburg, S.C., at 5.4% it is the steepest main line grade in the U.S. On November 1, 1991, Norfolk Southern announced that it would finally close the line over Saluda. Through traffic that normally went between Asheville and Spartanburg would travel via Spencer Yard near Salisbury, N.C. — 256 rail miles versus 66 over Saluda.

The primary commodities being shipped over Saluda were wood chips from South Carolina for Champion International's giant paper plant in Canton, N.C., and coal from Westmoreland Coal Company's loader at Andover, Va., to the Duke Power Company's Belmont steam power plant outside of Charlotte, S.C. A radiation leak last fall at one of Duke's nuclear power plants put extra pressure for electricity on the coal-fired Belmont plant. This meant more coal trains and that delays wouldn't be tolerated — the Belmont trains cover 640 miles in roughly 40 hours via Saluda, and trains bypassing Saluda would take almost a third longer. The Belmont trains stayed put, and soon the wood chips and regular freights returned, as well.

Despite the precarious position of Saluda in 1991, Norfolk Southern broke its 20-year policy of no passengers on Saluda and agreed to run an uphill-only private car excursion on March 21, 1992, the first public trip since Mikado 4501 clawed her way up in July 1972. The 1992 train consisted of C39-8 8651, a gondola (to separate the snowplow-equipped locomotive from the passenger equipment) and four privately-owned passenger cars. The one-way trip ran from Spartanburg to Asheville and stopped for photos on the grade and for lunch in the town of Saluda. The 90 riders paid $195 each to cover this "rare mileage."

Another Saluda excursion has been announced. On October 25, the Piedmont Carolinas Chapter NRHS is sponsoring a Charlotte, S.C., to Asheville, N.C., round trip using N&W Class J 4-8-4 611. See TIMETABLE for details. As planned, the train will operate in two sections: the first, behind a diesel, will run ahead and wait at Saluda to provide its riders a photo runby of the 611's train, which won't stop on the grade. And by then, the ultimate fate of Saluda may have been decided — JIM WRINN and BOB LOEHNE.

HILLCREST LUMBER CLIMAX No.10 After a seven-year hiatus, the Mt. Rainier Scenic Railroad unveiled their newly-restored 1928 Hillcrest Lumber 70-ton, three-truck Climax No.10 to help out their 1930 West Coast Special three-truck Heisler No.91 on the 1992 spring excursion. The doubleheaded geared locomotives handled a five-car train of heavyweights between Elbe and Morton, Washington, on April 11. Three miles outside Elbe, at the long Nisqually River Bridge, they staged the first of three photo stops (page 74). After unloading passengers, the train backed up one half mile to Park Junction. A few minutes later, No.10 showed up at the bridge with a string of empty skeleton log cars. Afterwards, No.10 resumed her position at the lead of the passenger train, and both locomotives ran by the crowd that was scattered among the rocks in the riverbed. The rest of the trip featured equally pleasing performances as the two locomotives fought 2.7% grades and made two additional photo stops. There was also a tour of the Mt. Rainier Scenic's shops at Mineral — STEVE BROWN.

METROLINK CARS In early April, the first of 70 doubledecked commuter cars for southern California's forthcoming Metrolink service arrived Los Angeles. One was brought to L.A. Union Passenger Terminal for inspection by transit officials and the media on April 10 (page 4), wearing what Metrolink calls its "periwinkle blue and white" paint scheme. The first three Metrolink routes will begin operation in late 1992, using SP trackage to provide commuter service into LAUPT from Moorpark, Santa Clarita and San Bernardino, plus points en route. During the next several years, Metrolink service is scheduled to expand onto UP trackage to Riverside and Santa Fe trackage to Oceanside, Hemet and Redlands. Metrolink F59 locomotives are to begin arriving from EMD in June 1992, and all Metrolink equipment will be stored at the former SP Midway Yard north of LAUPT near Dayton Avenue Tower. SP's former Taylor Yard site will house the Metrolink maintenance facility. This 400-mile commuter network will accommodate wheelchairs and bicycles in its effort to relieve the region's gridlocked freeways.

SP's BURNHAM SHOPS On February 10, 1992, Southern Pacific closed its vintage 400,000-square-foot Sacramento Shops in favor of Burnham Shops in Denver, a former-Denver & Rio Grande facility which is in the final stages of a complete modernization. The new Denver facility will be SP's only heavy repair shop, and SP is touting the 148,000-square-foot Burnham as "the nation's only 24-hour heavy locomotive repair facility." The first locomotive outshopped from a heavy shopping was SD45-2 7534 on March 10, 1992, with appropriate ceremony.

Espee's Sacramento Shops dates to 1864 and the Central Pacific Railroad — the oldest remaining structure was built in 1879. Espee has no firm plans as yet for the Sacramento site, which is located just across the main line from the California State Railroad Museum. Hopefully, fate will be kind, as it is one of the oldest remaining railroad shops, and its ties with the Central Pacific and the transcontinental railroad make it truly significant.

JULIEN R. WOLFE

VIA IS LEASING equipment from Ontario's GO Transit to fill in for VIA's LRC coaches which were taken out of service after one of them suffered an axle failure. The failure was found to be caused by fatigue, and VIA is replacing all LRC coach axles. At Windsor, Ontario, on March 20, with the Detroit, Michigan, skyline for a backdrop, VIA Train 72 looked like anything but, with a GO Transit consist of GP40M-2 721, APCU (FP7A power car) 902 and Hawker-Siddeley bi-level cars.

MIKE DEL VECCHIO

BRUCE KELLY

LACKAWANNA VALLEY RS18 1801 was eastbound at Moscow, Pa., on April 14 with LVAL's first revenue train from Scranton to Tobyhanna on the stretch of ex-DL&W main line that Lackawanna County has leased from Conrail.

NARROW-GAUGE 50-TONNER No.45 powered Easter Bunny Specials on its new home trackage at New Jersey's Pine Creek Railroad on April 12 (left). It arrived in March from a USS plant in Ohio which had painted its front end yellow and its rear end white from previous radio control use.

NARROW-GAUGE 50-TONNER No.45 On March 20, 1992, the New Jersey Museum of Transportation and Pine Creek Railroad in Allaire State Park took delivery of three-foot-gauge GE 50-tonner No.45 from the U.S. Steel plant in Lorain, Ohio. Built in 1951 as No.45 (GE builder's No.30734) for the National Tube Company (previous owner of the plant), the articulated-frame, twin-engined diesel-electric had been taken out of service about a year ago after USS, in a new joint operation with Kobe Steel of Japan, implemented radio-control locomotives. Like its radio-controled brethren, the 45 had its front end painted yellow and rear end painted white so the person operating the unit remotely from several yards away could clearly tell which direction it was going to move.

Having arrived the Pine Creek Railroad in road-ready condition, it was first used in regular passenger service on the tourist line on the Sunday, April 5. Aside from making any necessary repairs, the museum plans to leave No.45 in its present appearance in USS dark green paint. Being the heaviest piece of equipment on the property, it will generally be used as backup power to three-foot gauge U.S. Army 25-tonner 7751 during 1992 while volunteers work to increase weight and wheel base restrictions on certain sections of the Pine Creek's mile-long loop of narrow gauge track.

LACKAWANNA VALLEY On April 14, 1992, the Lackawanna Valley Railway hauled the first revenue freight between Scranton and the U.S. Army Depot at Tobyhanna, Pennsylvania. The five bi-level auto carriers are the first of 133 empty TTX cars going to Tobyhanna to be loaded with Desert Storm vehicles being shipped to Toelle, Utah. The Lackawanna Valley will continue to make the 50-mile round trip as empties show up in Scranton and as cars are loaded. Tobyhanna is a maintenance and repair facility — after the Gulf War, the returning ground vehicles had been shipped to Jim Thorpe, Pa., and driven or trucked to Tobyhanna.

Lackawanna County leased 30 miles of the former DL&W between Scranton and Pocono Summit from Conrail, and freight revenues will be used to maintain the line. Steamtown excursions on a 13-mile segment between Scranton and Moscow will begin following the completion of repairs to certain bridges.

VIA IS LEASING Due to an axle failure on March 16, 1992, of one of VIA's Budd-built LRC coaches, all LRC equipment was taken out of service. To fill the void, VIA has leased equipment from Ontario's GO Transit on an emergency basis, primarily a number of Hawker-Siddeley bi-level "sausage-links," converted F-unit head end power cars (APCUs) and locomotives.

The broken axle was determined to be caused by fatigue, and VIA is replacing all LRC coach axles. Though LRCs can be used almost everywhere on the VIA system, their primary territory was on the busy Montreal-Toronto corridor and on the joint-Amtrak/VIA *International* trains to Chicago. By late April 1992, LRC cars had begun to re-enter service — KEITH RISLER.

NRHS CONVENTION HOTLINE As noted in TIMETABLE, the organizers of this July's NRHS National Convention in San Jose, California, have assisted *Flimsies* Magazine in setting up a telephone hotline service to provide railfans and convention attendees with the latest information on ferry moves and excursions. Using a touch-tone phone, you can call either 805/499-5574 or 805/499-6071 to access the hotline's list of recorded messages. You can then press "2" for overall convention and ticket ordering information, "3" for convention event schedules, "4" for SP 4449 movements, "5" for UP 3985 movements, "6" for SP 2472 movements and "7" for radio frequency and train consist information. For non-subscribers, *Flimsies* is offering a special four-month rate (eight issues) for railfans interested in San Jose details. To sign up for the biweekly news magazine's convention coverage, send $9.99 to *Flimsies*, P.O. Box 17340-R, Anaheim, CA 92817.

PART TWO

Edaville and the Maine

It all began in the 1870s when George Mansfield visited the Festiniog in Wales

It is not inappropriate that the only collection of operating Maine two-foot equipment — the Edaville Railroad of South Carver — is in Massachusetts. For while the two-footers in North America will be forever associated with the state of Maine, their genesis was in Massachusetts, a short-lived carrier known as the Billerica & Bedford.

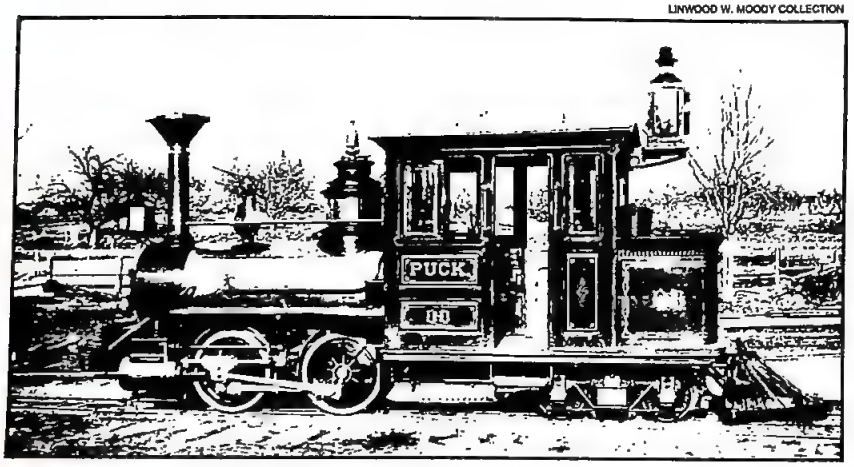
Although industrial tramways of roughly two foot gauge had been sprinkled about since the very beginning of the use of the flanged wheel on the steel (or whatever) rail, the first line-haul railways of that size had developed in the 1830s in Wales. One of the best-known was the Festiniog Railway, which was opened in 1836 as a 13¼-mile gravity system linking the slate quarries in the hills at Blaenau Festiniog with the Irish Sea harbor of Portmadoc. Slate was a highly valuable building material, particularly useful as roofing tile, but it was heavy and fragile, a natural for water transportation once it was brought out of the rugged hills.

In a strange disregard for "round numbers," the Festiniog was built to a gauge of 23½ inches (and, no, that doesn't even work out to anything logical in the metric system). In its earliest days, the Festiniog used gravity and human brakemen to roll the loaded slate wagons down the continuous grade to the seaport. Horses would then haul the empties back uphill. In 1863 the horses were replaced by steam locomotives, and passenger and freight service was added to the slate traffic. The Festiniog, along with many other similar systems in the region, developed into a full service common carrier railroad. The Festiniog survives today as a preserved tourist railway, along with similar nearby slate-haulers like the Talyllyn and Vale of Rheidol.

The narrow-minded Mr. Mansfield

North American two-foot gauge railroading can be traced directly to George E. Mansfield of Boston, Massachusetts. In the early 1870s he visited the Festiniog and was impressed by its efficiency and economy. Returning to New England, he began preaching two-foot railroading to anyone who would listen. By 1875 he had built a roughly half-scale demonstration track on his property in Hazelwood, Massachusetts. The ten-inch gauge "Sumner Heights & Hazelwood Valley" was a third of a mile long and possessed no motive power, but it proved to Mansfield that the proportions of the two-foot equipment were stable enough for safe operation.

LINWOOD W. MOODY COLLECTION



In the fall of 1875 Mansfield became involved with a proposed railroad from Bedford to North Billerica, about 20 miles northwest of Boston. He persuaded the promoters to build the 8.63-mile line in two-foot gauge, and construction commenced in September 1876 — with George Mansfield as general manager of the railroad. To operate on the 25-lb. rail, he ordered two twelve-ton, coal-burning 0-4-4T Forneys from Hinkley of Boston, although the locomotives were actually set up to operate cab-forward. The *Ariel* and *Puck* set the basic pattern for all but a handful of the two-footers that followed, although they were the only cab-in-fronts and were eventually themselves "turned around" to run smokebox forward.

The Billerica & Bedford Railroad opened for business on September 1, 1877. Rolling stock consisted of a few boxcars and low side gondolas, a combine, a coach and one open-side excursion coach (the very first American two-footer had dedicated one third of its passenger equipment to excursion service — was the early Edaville that much different?). With the entire railroad built and equipped for a total cost of about $60,000 (the two locomotives were only $3500 each), the Billerica & Bedford had so little on-line business that it was sued for bankruptcy over a $27,000 debt on January 30, 1878. The railroad was shut down on June 1, 1878 — it had been in operation for only nine months!

The Sandy River Railroad

But the B&B's place in history was to far outlast its days of operation, for the entire railroad was sold at public auction to creditor A.L. Brown for $9000, and the equipment was moved to New Hampshire. Back in March of 1878, with the B&B already under the shadow of bankruptcy, General Manager Mansfield had been invited to address numerous gatherings of townspeople in Franklin County, Maine. Samuel P. Cushman was promoting a railroad to link the county's small towns, and after a visit to the B&B he was convinced that a two-foot system was just what they needed. The Sandy River Railroad was incorporated on April 29, 1878, and a few months later A.L. Brown swapped his $9000 worth of B&B salvage for $20,000 worth of Sandy River stock. George Mansfield was hired as the construction superintendent.

The Sandy River Railroad, completed on November 20, 1879, stretched 18 miles northward from a connection with the Maine Central at Farmington through Strong to Phillips. Its primary traffic was outbound lumber from the surrounding forests and inbound general merchandise and food. The *Ariel* and *Puck* were sent back to Hinkley to be converted to burn wood and came to Maine as Sandy River No.1, the *Dawn*, and No.2, the *Echo* (the latter, however, became betten known on the railroad by its nickname: *"Bo-Peep"*). With its pair

Two-Footers

by Jim Boyd

KODACHROME: JIM BOYD

of ex-B&B Hinkleys, the Sandy River operated into the early 1880s as Maine's first and only two-footer.

Route of the Rusticators

Fifty miles south of the Sandy River Railroad was a lakeland resort area that included the community of Bridgton, Maine. Tourism was a big business, and the visitors (known locally as "rusticators") usually got into the area by lake steamboat. Observing the success of the Sandy River Railroad, the folks of Bridgton began to plan a railroad of their own — two-foot gauge, of course. After initially considering a 35-mile line directly to Portland, they settled on a 16-mile connection to the Portland & Ogdensburg at Hiram Junction (later named Bridgton Junction), and the Bridgton & Saco River was chartered on June 29, 1881. The construction of the line was entrusted to — who else? — George Mansfield. After extensive work during 1882, the same year the Denver & Rio Grande was building its three-foot gauge line from Durango to Silverton, Colorado, the B&SR was opened for traffic on January 31, 1883.

Much like the B&B and Sandy River, the B&SR began operation with two Hinckley Forney 0-4-4Ts. With their big headlights and pointed cowcatchers, aside from having straight stacks they looked a lot like Edaville's No.3 does today. The initial rolling stock consisted of two coaches, two head-end cars, five boxcars and ten flats. Their first caboose came three years later. The B&SR built a five-mile extension to the Long Lake resort community of Harrison in 1898.

Meanwhile, the Monson

When the Bangor & Piscataquis Railroad built its line from Bangor to Greenville on Moosehead Lake, it missed the village of Monson by four miles. On November 1, 1882, the merchants of Monson chartered a railroad to link their community and a couple of nearby slate pits with the B&P — although it would survive for decades on slate traffic, much like the Festiniog in Wales, the Monson was the first Maine two-footer to be built without the involvement of George Mansfield. It did, however, fit the now-established pattern of starting business with two Hinckley 0-4-4T Forneys, along with four boxcars, a dozen flatcars for slate and a short, turtle-back roof combine from Laconia Car Company. The railroad's operation was simple: a Forney and the combine would meet every passenger train that stopped at Monson Junction, and freight cars were included whenever they were needed.

Additional traffic came from the Boyd Lumber Company, two miles north of Monson, giving the railroad an initial length of just over eight miles from Monson Junction, through Monson to

KODACHROME: HAL CARSTENS

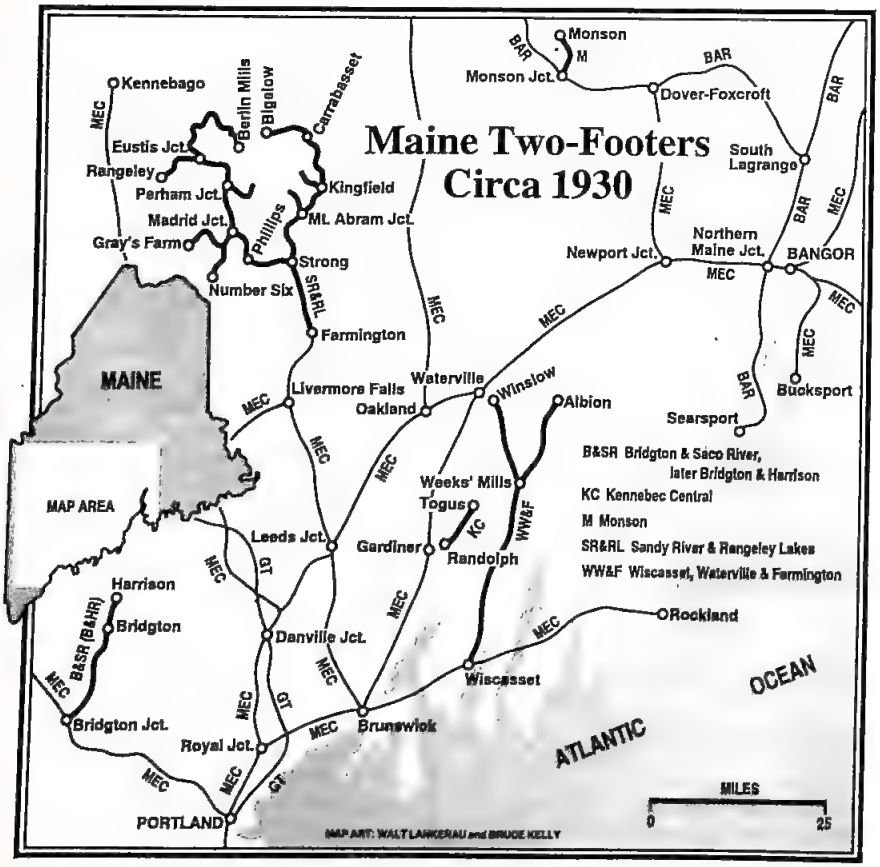
THE FESTINIOG RAILWAY in Wales was the inspiration for two-foot gauge railroading United States in the 1870s. This 1893 Hunslet 2-4-0+T, photographed at Portmadoc in 1974, is about the size of the Edaville's ex-B&HR 2-4-4T No.7, shown on the Railfan's Day photo freight (**top**) on October 13, 1991. One of the first two American two-footers was the Billerica & Bedford 0-4-4T Forney, *Puck*, (**opposite**) which was designed to run cab forward. It was "turned around" as Sandy River Railroad's No.2.

HOMER R. HILL

the Boyd tracts. When the line was later cut back to Monson, the resulting six-line length prompted the Monson's enduring nickname: the "Two-by-Six."

The Kennebec Central

If you can imagine a real railroad shorter than six miles, what history would record as the smallest of the Maine two-footers was the Kennebec Central, which ran only five miles from Randolph to Togus. Randolph was directly across the Kennebec River from Gardiner, on the Maine Central. A wooden covered road bridge linked the two communities, and the Kennebec Central had no direct connection with any other railroad.



Togus was the site of the National Soldiers' Home, a military hospital and retirement home for Civil War veterans in 1889 when the folks in Gardiner incorporated the Kennebec Central Railroad to transport passengers and supplies to the Home. The KCRR initiated service on July 23, 1890, with only one locomotive, an outside-frame Baldwin 0-4-4T Forney (the obligatory second Forney arrived in 1891 from the Portland Company). Surviving on passengers and merchandise for more than a decade, about 1904 the two-footer received a government contract to deliver coal for the Home's power plant. Delivered to Randolph by Kennebec River barge, the coal was bucket-loaded into eight low-side gondolas (five built new and three converted flatcars) and hauled to the coal shed trestle at Togus, where the gondolas' hinged sides were swung open and the coal shoveled out.

Back in Franklin County

While the B&SR, Monson and KCRR were being built, things were also developing around the Sandy River Railroad in Franklin County. The first direct interchange expansion in the two-foot realm had begun with the creation of the Franklin & Megantic on July 1, 1883. Departing from the midpoint of the Sandy River at Strong, the F&M headed 15 miles northward to the timberlands at Kingfield and was opened for service in the spring of 1885. The motive power by 1886 was — would you believe it? — two 0-4-4T Forneys (the 1884 Hinckley No.1, the *B.V. Meade*, and the 1886 outside-frame Baldwin No.2, the *S.W. Sargent*).

A few years later, similar growth took place 26 miles to the west at the community of Rangeley, at the northeastern tip

of Rangeley Lake. After organizing on April 17, 1889, the Phillips & Rangeley began construction of 28.6 miles of railroad to link its namesake cities for a through connection with the Sandy River to the "outside world" at Farmington. The P&R immediately broke the motive power tradition by acquiring for work train service the first true two-foot "boomer." The Sandy River sent the P&R Hinckley Forney No.2, the Billerica & Bedford's original twelve-ton *Puck*. The P&R's maverick ways continued in 1891 when it took delivery of two locomotives: the traditional Portland-built 0-4-4T Forney No.1, *Calvin Putnam*, and No.3, the *George M. Goodwin*, a "huge" 23 1/2-ton Baldwin 2-6-0, the first non-Forney two-foot locomotive in Maine. It followed up two years later with the 28-ton Baldwin outside-frame passenger 0-4-4T Forney No.2, and the tiny Sandy River No.2 became P&R No.4, the *Izaac Walton*.

Meanwhile, over on the Franklin & Megantic, a new company was formed to expand ten miles northward into fresh timberlands from Kingfield to Carabasset. It was extended another six miles to Bigelow in 1899. The Kingfield & Dead River used the F&M's two locomotives and never had any equipment of its own.

The First Becomes the Last

One of the very first railroad charters granted in New England was in 1854 for the Wiscasset & Kennebec to build north from the seaport of Wiscasset to the Soldier's Home at Togus. But nothing was built. Seeking traffic potential more lucrative than old soldiers, in 1873 the promoters got permission to change the name to Wiscasset & Quebec. Ah, Canada, now there was a destination worthy of promoting. But the wheat fields of the prairie provinces were very far away when the fledgling W&Q borrowed Forney No.3 from the Sandy River and began laying track inland from Wiscasset in October of 1894. There was no need to go via Togus, as the Kennebec Central had already been there for four years. By November 1895 the W&Q had reached 43.5 miles northward to Albion. After a half-hearted attempt to continue north from Albion to Burnham was thwarted by the Maine Central, the W&Q turned northwestward from Weeks' Mills toward Waterville and, hopefully, a connection with the two-foot empire of the Sandy River at Farmington. The grading to Farmington was nearly complete when the W&Q went bankrupt on July 1, 1900, and was reorganized the following year as the Wiscasset, Waterville & Farmington. The WW&F never lived up to its name, however, for it terminated its westward thrust in 1902 at Winslow, on the east bank of the Kennebec River across from Waterville.

The WW&F managed to survive on agricultural and lumber traffic with a fleet of seven locomotives: three new 0-4-4Ts, one 2-4-4T and one Baldwin 2-6-2, as well as a couple of second-hand 0-4-4Ts (Sandy River No.3 and B&SR No.2). Although beauty is hardly a marketable commodity, the WW&F's harborside trackage and tidewater trestles at Wiscasset are among the most picturesque settings ever traversed by Maine two-footers.

Completing the Empire

By the Turn of the Century, the Maine two-footers were nearing the apex of their mileage. As the WW&F was sputtering its way toward Farmington, the Phillips & Rangeley was reaching for more timber, creating two new railroads in the process. Beginning in 1902, its subsidiary Madrid Railroad built about eleven miles of branches forking westward from Madrid Junction about five miles north of Phillips. The Madrid had no motive power or equipment of its own.

The other P&R subsidiary, the Eustis Railroad, however, rostered three hefty 30-ton Baldwin Forneys, the heaviest 0-4-4Ts ever built. The Eustis was chartered in April 1903 to build a 15-mile arc northward from Eustis Junction, near Rangeley, to Berlin Mills.

The Sandy River, since starting out with the two Billerica & Bedford twelve-tonners, had expanded its roster to include another small 0-4-4T in 1883 (which went to the Wiscasset & Quebec in 1893), two 18-ton Portland 0-4-4Ts in 1890 and 1891, and finally a 20-ton Baldwin 2-6-0 in 1893. It then picked up in 1900 a great bargain in a used Baldwin 2-6-0 built for the Laurel River & Hot Springs in North Carolina in 1892 — although bought by the Sandy River, this Mogul became a regular on the Franklin & Megantic.

In 1908 the Sandy River's Josiah Maxsy consolidated his holdings by uniting the bulk of the Franklin County network into one railroad: the Sandy River & Rangeley Lakes, through merger (Sandy River, F&M, K&DR) and acquisiton (P&R and Madrid). The independent Eustis Railroad eluded him until 1911, when he bought it at auction and brought the Sandy River & Rangeley Lakes to its ultimate size of 110 miles. The new SR&RL empire turned an immediate profit.

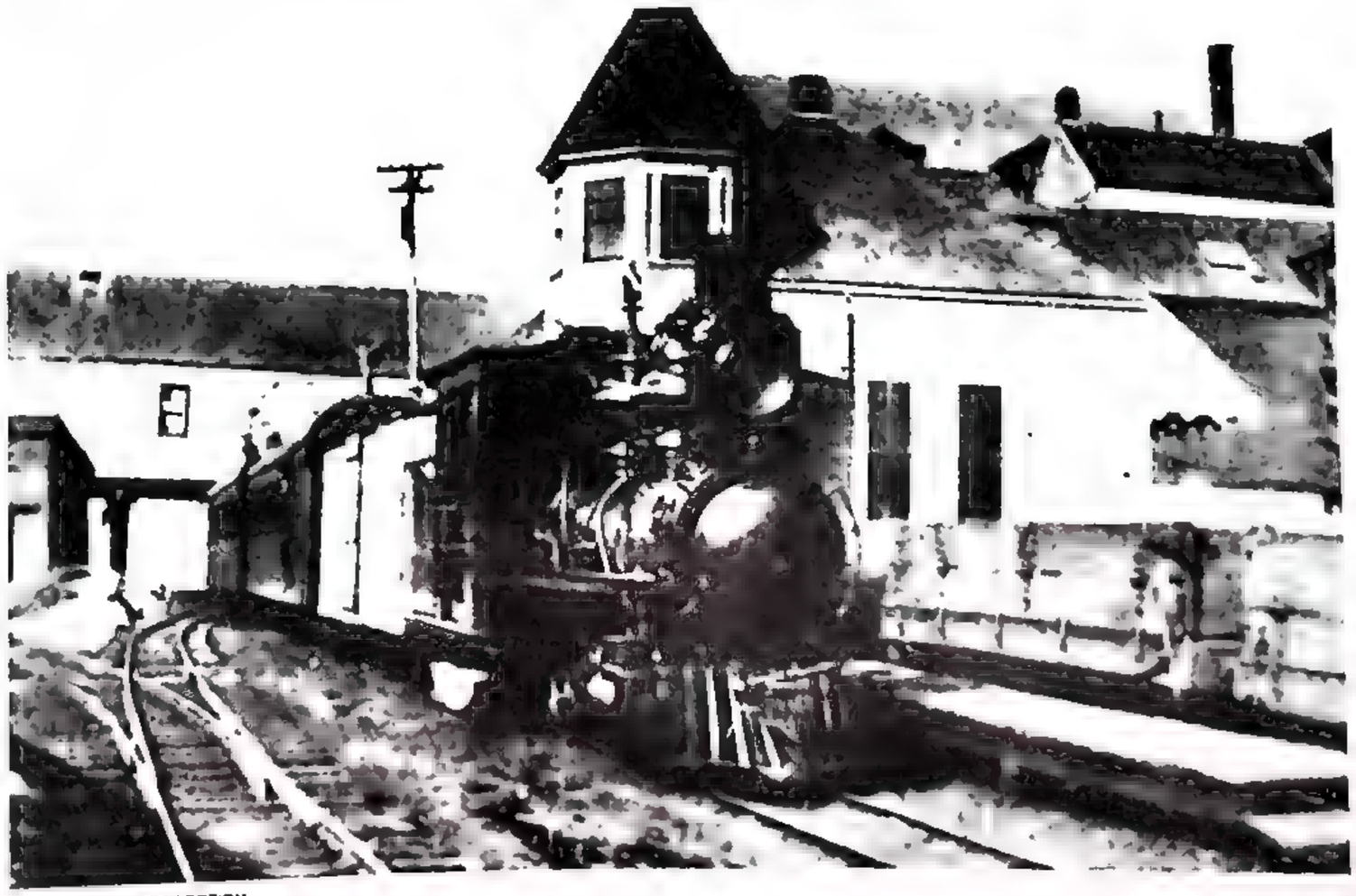
Typical operation consisted of two or three round trips a day (depending on the tourist season) from Farmington to Rangeley over the old Sandy River and P&R, with connecting trains from Strong up the old F&M and K&DR to Bigelow.

After the "Franklin County Consolidation," the SR&RL merged the rosters of the SRRR, P&R, F&M and Eustis and bought only four new locomotives thereafter: two Baldwin 2-4-4Ts in 1909 and 1916 and two Baldwin 2-6-2s in 1913 and 1919. Interestingly, the largest locomotive to ever operate on the Maine systems was not the last one built. The 31½-ton SR&RL 2-6-2 23, built in 1913, outweighed the 27-ton No.24 built in 1919.

Speaking of Motive Power

Around this time there were some important motive power changes going on elsewhere in Maine. The little Monson Railroad replaced its little 1883 Hinkleys in 1912 and 1916, respectively, with 18-ton Vulcan-built 0-4-4T

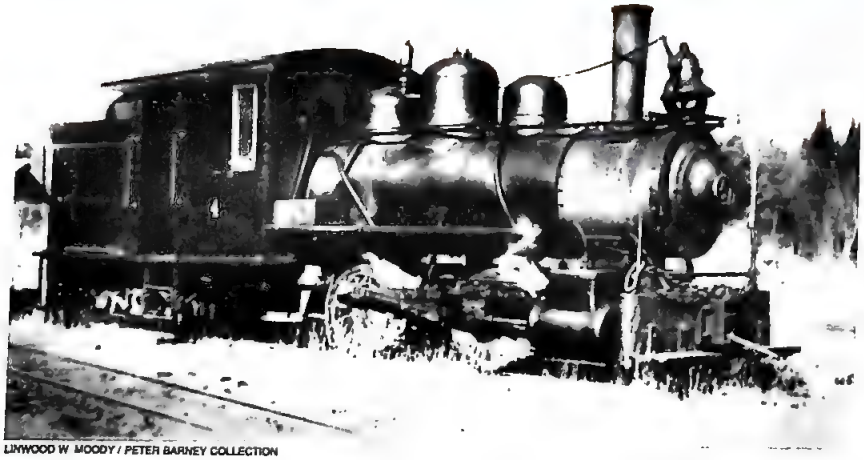
KENNEBEC CENTRAL'S tiny Portland-built No.2 was ready to depart Togus in 1908; the boxcar carried commissary supplies for the Soldiers' Home. Sandy River & Rangeley Lakes 2-6-2 No.18 (**opposite**) was photographed at Kingfield with a mixed train in 1934.



PETER BARNEY COLLECTION

ABOVE: EKTACHROME / JIM BOYD

TOP: KODACHROME / JIM BOYD



LINWOOD W. MOODY / PETER BARNEY COLLECTION

THE MONSON RAILROAD'S two Vulcan 0-4-4T Forneys run today on the Edaville. Number 4, shown (**below left**) in 1940, had footboards, no headlight and link-and-pin couplers, and in 1991 (**top**) had a cowcatcher pilot, headlight and turbogenerator. That's Edaville owner George Bartholomew in the cab door. Monson Number 3 (**left**) in 1972 sported a fake diamond stack, though that headlight and cowcatcher are similar to the types used on some other Maine two-foot locomotives.

Forneys Nos.3 and 4. Since the railroad only operated in the daytime, the headlights were removed from the Vulcans until the ICC objected and on each an automobile headlight was mounted in front of the bell, which had moved to the old headlight platform in front of the stack.

Over on the Bridgton & Saco River, the original 1882 Hinkleys were augmented by Portland and Porter 0-4-4Ts in 1892 and 1901, a Portland 2-4-4T in 1906 and Baldwin 2-4-4Ts in 1907, 1913 and 1924. The 1924 2-4-4T, B&SR No.8, was the last two-foot locomotive built for use in Maine.

The Beginning of the End

The little Kennebec Central replaced its 1890 Baldwin in 1922 with Bridgton & Saco River 0-4-4T No.3 and its 1890 Portland in 1926 with SR&RL No.6 (orignally Sandy River No.5). But improved roads, automobiles and trucks were beginning to invade even the countryside of Maine, and in the 1920s the National Soldiers' Home went to trucks for its coal deliveries. The Kennebec Central was the first of the two-footers to fold, ceasing operation on June 29, 1929.

On December 15, 1931, the Wiscasset roundhouse burned and destroyed the Wiscasset, Waterville & Farmington's two best locomotives: 2-6-2 No.6 and 2-4-4T No.7. In August 1932 an ICC inspector condemned virtually every remaining piece of WW&F motive power, and in January 1933 the WW&F bought the entire roster of the Kennebec Central so that it could continue to operate. On June 15, 1933, 0-4-4T No.8 (Kennebec Central, nee-B&SR No.3) derailed on a broken rail near Whitefield. The railroad simply shut down and never even bothered to rerail the locomotive. The only WW&F locomotive to avoid the scrapper was the other Kennebec Cen-

tral engine, WW&F No.9, formerly SR&RL No.6, originally Sandy River's 1891 Portland 0-4-4T No.5, which was sold to William Monypenny and survives to this day in a shed on the farm of Alice Ramsdell in Putnam, Connecticut, where it is the only Maine two-footer in existence not owned by the Edaville — and is not for sale at any price. (Interestingly, one original Wiscasset & Quebec coach, No.3, built by Jackson & Sharp in 1894, found its way to Edaville when it was sold in the distant past to the Bridgton & Saco River and ended up in Ellis Atwood's Bridgton & Harrison purchase. It is now Edaville No.18.)

By the middle of the Great Depression the struggling WW&F and tiny Kennebec Central were already gone, and even the mighty SR&RL was crumbling.

Control of the SR&RL had been purchased by the Maine Central in 1911, and traffic — particularly pulpwood — had continued to grow until the railroad's peak year of 1919. In the 1920s, however, the traffic began to dwingle, victim of trucks and automobiles. A roundhouse fire at Phillips in 1923 wiped out three locomtives, and the railroad turned to home-made railbusses to economize on its passenger service (one of those and an inspecton car operate today at Edaville). As the Depression deepened in the early 1930s, the traffic from the road's two major wood mills dried up, and the railroad began to fold in July of 1932. The main line from Farmington to Phillips and the F&M to Carabasset were kept running until May of 1935, when the scrappers moved in.

Being the depths of the Depression, no locomotives were preserved from the SR&RL roster, although SR&RL No.6 survived off the WW&F. Some rolling stock, however, survived long enough to be preserved, including the magnificent parlor observation car *Rangeley* and the Reo railbus No.4 that had been sold to the Bridgton & Saco River.

NORTON D. CLARK COLLECTION

THE WISCASSET, WATERVILLE & FARMINGTON ceased operation when 0-4-4T No.8 (ex-KCRR, nee-B&SR) derailed on a broken rail south of Whitefield on June 15, 1933. Linn Moody took this photo one year later; the engine stayed seven more years.

Bridgton & What?

Like the SR&RL, the Bridgton & Saco River had come under the control of the Maine Central in 1912, but like its neighbors, the B&SR was feeling the pressure from the growth of highway competition. In 1927 it defaulted on its mortgage and was threatened with abandonment, but on June 1, 1930, a group of local businessmen bought the railroad at auction and went back into operation as the Bridgton & Harrison Railroad.

The Harrison extension was abandoned in October 1930, and the Depression ate away at the railroad's locomotive roster. By 1936 only the two new Baldwin 2-4-4Ts, Nos.7 and 8, survived. The traffic got so thin that the railroad began to generate revenue by chartering out trains to individuals and groups for excursions. A charter fare of $75 per day was good, solid revenue! When the railroad's name had changed in 1930, the "B&SR" had simply been painted out, but the "passenger engine" No.8 was relettered "B&HR" for the excursion trains.

The Bridgton & Harrison abandoned reluctantly, being granted permission to cease operations on May 13, 1940, but continuing operation under the junk dealer until September 1941. Fortunately, one of those excursion riders was Ellis D. Atwood, who bought No.7 and everything that was left on December 3, 1941. Atwood later acquired No.8, which had been sold to a pair of railfans.

The Last of the Last

So what was the longest-lived and last two-footer to perish? Little "Two-by-Six." Owned by one of the on-line slate quarrys and operating with two economical locomotives, the six-mile Monson Railroad outlasted 'em all. Passenger service had ended in 1938, and trucks took over the slate traffic in 1943. The Monson shut down for good in the autumn of that year, and its locomotives were sold for scrap to help the war effort. Somehow, they survived in the junk yard in Rochester, N.Y., where they were discovered and purchased for the Edaville by Linwood F. Moody.

What survives of the two-footers? Alice Ramsdell's SR&RL No.6 in Connecticut and the Edaville's Bridgton & Harrison 2-4-4Ts 7 and 8 and Monson 0-4-4Ts 3 and 4. Throw in a couple of motor cars and a lot of rolling stock, and that's it. But fortunately, most of "it" is well documented and available to experience in South Carver, Massachusetts.

The two-footers are back in the state where it all began.

Acknowledgments

There is very little new information in this two-part feature, but I have attempted to put a wide variety of history into a compact and understandable form "all in one place." For the research sources I relied heavily on George Hilton's superb *American Narrow Gauge Railroads* and Linwood W. Moody's delightful *The Maine Two-Footers.* Also very helpful were Peter S. Barney's paperbacks *The Bridgton & Saco River* and *The Kennebec Central and Monson Railroads.* Other references include Peter Cornwall and Jack Farrell's *Ride the Sandy River*, and Robert C. Jones' *Two Feet Between the Rails* and *Two Feet to Tidewater.* For last month's Part One, the details of Nelson Blount's involvement with the Edaville came from James Adair's *The Man from Steamtown.*

Thanks also goes, of course, to all those who contributed photos and data to the project — J.B.

Electrics, diesels and streetcars in Russia's formerly-forbidden city

A Visit to Vladivostok

by Harre W. Demoro

Even the best planned railroad expedition can go awry, yet the more disorganized my expedition through the Russian Far East became, the more interesting it was. My journey was not well organized because I decided to go at the last minute, and Russians rarely agree on specific agendas.

Also, the weather was poor, not good for pictures. We were on the edge of a typhoon that was buffeting Japan and flooding parts of China. Because Aeroflot, the state-owned airline, flew just once a week from San Francisco to Khabarovsk, and our visas were for a specific time period for only two cities, travel plans could not be changed.

In the end, the problems didn't matter — not even the ice on the wing of our Yak40K commuter jet en route from Khabarovsk to Nakhodka. I saw and photographed trains, streetcars and trolley buses I never thought I would see. We traveled by helicopter from Nakhodka to Vladivostok, a port city closed to most foreigners. And we returned to Nakhodka over a 50-mile rut-

ted road with abandoned military sentry posts every few miles.

I stalked VL (for Vladimir Lenin) class 8O (eight-O, not eight-zero) electric motors under 25,000-volt, 50-cycle a.c. catenary and wandered around the station in Vladivostok erected where the tsar's son (later the tragic Tsar Nicholas II) laid "the first stone" in 1891 for the "Great Siberian Railroad." One warm and humid afternoon I discussed Amtrak and the American railway museum movement with railroad officials in Nakhodka. On another day, I photographed streetcars built in Latvia as they screeched around a loop at the railway station at Khabarovsk.

From my window of the *Vostok* (East) running overnight between Nakhodka and Khabarovsk, I noticed a vast yard

"VLADIMIR LENIN" is the class name of the big B-B VL8OR electrics on the *Vostok* at Nakhodka (**below**). Author Demoro stood at the foot of a statue of Lenin to get this impressive view (**left**) of Latvian RVZ streetcars in front of the splendid Vladivostok passenger station that is the eastern terminus of the Trans-Siberian Railroad. A copy of a 1200-h.p. WWII Alco diesel (**bottom left**) led a train of wood chip cars at Nakhodka.

PHOTOGRAPHY: HARRE W. DEMORO

and terminal for servicing diesel locomotives — a Russian version of what the Pennsylvania Railroad once had at Altoona and the Southern Pacific at Sacramento.

All of this occurred in one week — a week that also included attending a birthday dinner in a Russian home, a visit to a lodge where a root from a bush is suspended in a bottle of vodka (allegedly to make the drinker live longer) and an evening in a nightclub next to the Nakhodka railroad station, where there was a train or switching move every few minutes. It was at the nightclub that I realized I had proof that Lenin had failed. There was a young woman wearing a red Marlboro T-shirt and dancing to American rock and roll music. This was about two weeks before the unsuccessful putsch by the hard-liners in Moscow.

This was not my first journey to what used to be the Union of Soviet Socialist Republics, and it was not the trip I have been planning for some time and will be making in May 1992. When I covered transit for the Oakland *Tribune*, I visited Moscow, Leningrad, Kiev, Tbilisi, Baku and Yerevan in 1971 as a member of a U.S. Department of Transportation cultural exchange team. I still plan to retrace some of that journey with a friend and transit electrical engineer, Dr. David K. Tomlyanovich, who lives in Moscow, and who I met on my first trip.

My plans changed abruptly when my wife, Jo Murray, returned from a business trip to Nakhodka with snapshots of streetcars and trains in Vladivostok. When Jo said she had to return to confer with her client, the Free Trade Zone of Nakhodka, I signed up. I wanted more than snapshots. I wanted Russian railroad pictures, something that was prohibited in 1971, except for four precious shots of the *Red Arrow* I was allowed to take at Leningrad (now St. Petersburg).

My photographic equipment was not complicated, just bulky, so packing was not difficult. I took 60 rolls of TMAX-400 (eight shots per roll), a Sekonic incident light meter, one Mamiya Universal camera with normal lens, and two spares, an old Koni Omega and a Rollei. I packed mosquito repellant but no color film and no extra lenses. No need for a scanner, either. In a land where there are few, if any, railfans, there were no magazines with helpful tips. If you can find a local map it probably has errors purposely made for military security.

No need for a driver's license because there are not many roads in the Russian Far East. Cars can sometimes be hired, but rentals are difficult in that part of the world. You wouldn't want to drive after seeing how the Russians aim through traffic.

I never found a printed railroad timetable, but the trains always seemed to leave and arrive on time. Airplanes often did not.

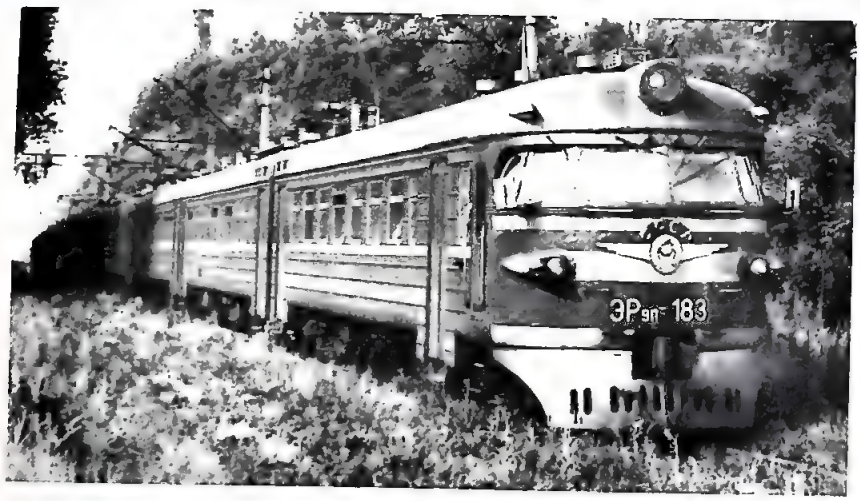
For my photographic expeditions, I would put a Russian-English phrase book, a day's supply of film and a plastic bottle of treated water (the tap water will make you ill) in a canvas shoulder bag. With this getup in a land still suspicious of foreigners, I knew I would not blend into the Russian architecture.

Before our departure, I consulted the *Trans-Siberian Handbook* by Bryn Thomas (Lascelles, Middlesex, 1989) and a Soviet Railway booklet I acquired during my 1971 trip. The chapter on the *Vostok* in *The Great Railway Bazaar* (Houghton Mifflin, Boston, 1975) by Paul Theroux also was helpful, as was *World Electric Locomotives* by Ken Harris (Janes, London, 1981).

Welcome to Khabarovsk

After our arrival on an Aeroflot IL62M, I had two hours under murky skies to photograph trolley buses in Khabarovsk, a pleasant city of about 680,000 on the Amur River and an important station on the Trans-Siberian Railroad. I knew there were streetcars but did not photograph them until a week later when we passed through again on our way home. I was curious about the trackless trolleys and the overhead wire in Khabarovsk because my friend Tomlyanovich was involved in the designs. The vehicles were rusty, tired and drooped around the steps. And always packed.

We were told that one of the disadvan-



THE TEN-CAR 3P CLASS multiple-unit trainsets are the workhorses of Russian commuter service. This 25,000-volt a.c. set was at Demoro's favorite crossing across from the Hotel Nakhodka. A more modern front was evident on the 3P set (**top**) at the Vladivostok station's high level platforms. This two-unit diesel (**below left**) handled the *Vostok* into Khabarovsk, and the Czech-built hood unit (**below right**) was at Nakhodka.

tages of the Hotel Nakhodka was that it was noisy, due to the nearby railroad tracks, and I frowned appropriately at the news. While the hotel, the best in this city of 190,000 population, was infested with mosquitos and the restaurant was closed "for renovations," I thought it had an unmatched view.

We had an early departure our first morning for an inspection of the container port, which has a hump yard, so at dawn I trooped over to the railroad tracks near the hotel, without camera because it was almost dark. A highway crossing looked like a good spot — block signals, signal bridge, trestle and two tracks, one with 25,000-volt a.c. catenary, the other without. This Nakhodka railroad crossing would be an ideal photographic site over the next several days, although the weather was almost always poor.

There were dark green VL8O electric motors hauling long strings of oil cars between the old downtown port and the new container docks as well as passenger and general freight trains and unusual perishable trains. These consisted of mechanical refrigerator cars which drew electricity from several diesel-generator cars interspersed throughout the train.

There also were 3P (or EP or ER, depending on translation) class bi-directional commuter trains, which are ten-car electric multiple-unit sets (half motors, half trailers). These trainsets have steps for ground loading but also work high platform stations. They have streetcar-like folding doors. I also had seen 3P trains under 3,000-volts d.c. wire in Leningrad; now I found that there were a.c. versions, as well.

Like a lot of things in Russia, some things didn't work, in this case the warning lights at the road crossing. There was a barely audible bell that rang when a train was about five minutes away. Road traffic would halt, and the drivers would wait obediently for the train to pass. They would smoke, read the *Nakhodka Worker* or catnap. A

bus driver tried unsuccessfully to carry on a conversation with me, and I rewarded his friendly attempt with a pack of Marlboro cigarettes, to him a rare and valued prize.

My first chance to inspect the massive and powerful Soviet-built VL8OR electrics was at the Pacific Terminal station at Nakhodka, where passengers from Japan transfer to the *Vostok*. The two-unit B-B VL8OR machines develop more than 8700 horsepower in tandem and are produced in both freight and passenger configurations. They are not intended for high speeds, with about 70 miles per hour being the maximum. The big units have thyristor control, solid state rectifiers and direct current traction motors and are amazingly quiet. Production of the VL class began in 1963, and many improvements have been made since. The immaculate VL8OR-1704 I photographed at Nakhodka carried a 1982 builder's plate. (The Cyrillic letter "P" on the locomotive has an "R" sound.)

Not able to speak Russian, I had a difficult time at the depot explaining to a waiting passenger — a friendly, elderly man who showed me pictures of his World War II medals — why I was photographing trains. Sometimes I have that trouble in America.

LATVIAN RVZ STREETCARS in Vladivostok are red and cream and seem to be crowded even at off-peak hours. They run in two or three car sets operated by women.

On to Vladivostok

To me, Vladivostok was to be the prize, because so few foreigners are allowed into this great naval port on the Bay of Peter the Great. Our Russian hosts, officials of the Nakhodka Free Trade Association, had assured us that I could stay overnight and meet with railway people the next day, so I packed clothes, a roll of toilet paper and extra water in my camera bag.

I wondered about the overnight stay because I did not have a visa allowing me to register in a hotel in Vladivostok. As it turned out, after my arrival Vladivostok officials vetoed my overnight stay, and I returned with my wife and her associates that evening by highway. But I got pictures.

Embarrassed at the change in plans, our hosts put me in a van with a translator and sent me to the railway station. I could photograph trains and streetcars of all designs at the station, they promised. My wife and her associates would discuss the free market economy elsewhere with the Russians while I got my pictures. There would be no time to look for good vantage points or perfect light. I knew I would have to work fast and simply — following instincts developed during 30 years of newspaper reporting. My goal was to get pictures and notes.

Vladivostok looks like a set in an old Russian movie, with vintage buildings that predate the 1917 Revolution and streets teeming with streetcars and trolley buses. The city has more than 700,000 people and is built on hills much like Seattle and San Francisco. Since foreigners are rarely seen, I drew plenty of stares.

The harbor was jammed with civilian and military vessels. The Trans-Siberian Railroad station is adjacent to a passenger ship dock. The electrified tracks are depressed, offering a great vantage point for photography. The yard is on a gradual curve, also ideal for pictures. As I waited for trains, I noticed a switch being tamped by hand — and that the workers were prisoners.

Here is where the *Rossiya* (Russia) begins its more than six-day journey to

Moscow over the Trans-Siberian Railroad. Foreigners generally are not allowed aboard the *Rossiya* at Vladivostok. They must take the *Vostok* from Nakhodka to Khabarovsk, a 16-hour journey, then transfer to the *Rossiya*. Something about military secrets at Vladivostok.

The Vladivostok yard was jammed with passenger coaches. There were frequent arrivals and departures of 3P class commuter trains, both the common round-end version and a flat design that I had not seen before.

Streets full of streetcars

The stream of streetcars in front of the railroad station would strain my film supply. Besides seeking pictures of streetcars in front of the ornate station and views of the trams stopping at privately owned food stands by the curb, I wanted record photographs of each class of car.

The car types I saw were the RVZ style built in Riga in the 1960s and 1970s and equipped with bow trolleys, and newer KTM cars. The Russian KTM class streetcars were built in the Ural Works at Ust-Katovsk starting in the late 1960s, and the Vladivostok models had pantographs (I saw one with a bow trolley), ribbed sides and sliding doors. Both types of cars had many components developed initially in the 1930s in the United States by the Electric Railway Presidents' Conference Committee (PCC) and later manufactured by Tatra in Prague for Eastern Bloc customers.

Vladivostok's streetcars were operated by women and crammed with passengers. The track was worn but seemed adequate. Three-car trains of RVZ trams and two-car trains of the KTM type were typical. To get pictures of the trams and the station facade, I stood at the base of a statue of Lenin, who was gazing serenely (but probably not for long) at this busy hub of electric traction. Many of the streetcars lacked headlights, and I wondered if they were no longer available due to the unraveling economy.

MODERN SOVIET-BUILT KTM streetcars like this one near the Vladivostok station have corrugated sides, pantographs and sliding doors. The Latvian RVZ cars in Vladivostok use bow trolleys. Many of the headlights are missing due to a bulb shortage.

Glasnost and perestroika

Despite the differences in American and Russian lifestyles, there are some universal themes — like steam locomotives. "You just missed our steam engines. They were retired about a year ago." said Osip Arkchipovich Shureegen, an official at the Nakhodka station. "We have stored them. Maybe you will come back and see them because one or two were built in the United States about 1945."

Shureegen wore a traditional railway uniform tailored in a military fit, but Tatiana Innokenaeva Seezek, director of the Pacific Station at Nakhodka, wore a bright red dress. They talked about railways under a portrait of Lenin.

The Soviet Railways (SZD) were overcrowded with freight and passenger traffic, she said. That sounded like an understatement, because there seemed to be an almost continuous stream of freight and passenger trains on the line to Khabarovsk when we rode the *Vostok*.

"Could I send information on Amtrak, the new American passenger train system?" the Soviet railroaders asked. Officials of one of the busiest passenger railway operations in the world were asking about the American passenger train system that, only a few years ago, might have gone out of business or been shrunk to a skeleton system, had certain U.S. politicians had their way.

This being my first trip since glasnost and perestroika, I was surprised at how open and free people had become since 1971. Taking railroad photographs was a serious offense only a few years ago. It was a crime for a Russian to admit a foreigner to his home; contacts with foreigners, except for official business, were discouraged.

Even before the August 1991 coup, it was evident that the economy was disintegrating as Communism lost its grip. Since we were invited by the Free Trade Zone we were not under the watchful eye of the government-run Intourist, which handles tourist arrangements, so we visited homes, seaports and villages, and saw vast collectivized farms.

We usually missed breakfast because there was little or no food at the Nakhodka Hotel's tiny buffet. The usual morning fare was slabs of cold fried salmon, hard boiled eggs, sometimes bread and coffee, and not always napkins but almost always tea. Some mornings there was just tea and bread. Most stores were empty, and we brought canned food from home. However, many of the business meetings were held during meals. Having a spouse who speaks and reads some Russian also was a help in dealing with Russian ways.

As we waited to board the *Vostok* for Khabarovsk on a cool summer evening, I remarked to Marina Rozlovskaya, our principal translator, that the last Soviet train I had ridden — the *Red Arrow* between Moscow and Leningrad — had shaded lamps mounted on reading tables. "We still have the lamps," she said, "but we don't have light bulbs any more."

I plan to go back, not just to European Russia but also to the Far East, the place the Russians call the Primorskiy Kray, "the edge of the sea." I want to find that locomotive terminal. And the U.S.-made steam locomotives stored near Nakhodka.

A colorful short line celebrates 100 years

by Jim Wrinn

WORKING THE ABERDEEN interchange with the old Seaboard Air Line main of CSX, Aberdeen & Rockfish GP18 300 and GP7 205 caught the morning sun on May 24, 1991. On February 19, 1976, the 300 (**below**) was ambling over the hills at Timberland, N. Carolina.

ABERDEEN & ROCKFISH 1892 1992 Road of Personal Service

The Aberdeen & Rockfish

In the south central part of North Carolina, the Aberdeen & Rockfish Railroad has done something remarkable for 100 years: Its trains have been fighting an uphill battle with the undulating profiles of the Sandhills country and winning freight traffic and profitability in the process. That alone is just cause for a Centennial Celebration for a 45-mile line that started as a logging road in the late 1800s, then recast itself into a mini-bridge route carrier and today serves as the healthy parent line for a family of short lines. But what makes the A&R even more noteworthy is the kind of endearing features which inspired legendary rail author Lucius Beebe to devote five pages to the A&R in his classic 1947 short line tribute *Mixed Train Daily*.

The allure of the A&R that fascinated Beebe almost 50 years ago included decorative eagles on smokebox doors, the A&R's first-place ranking in the alpha-

ABOVE / KODACHROME: SANDY BURTON

BELOW / EKTACHROME: GERRY FUTEJ

KODACHROME: JIM WRINN

THE "MIDNIGHT CROSSING" of the ACL at Fayetteville saw Geep 205 heading east across the CSX diamonds on March 17, 1986, and GP38 400 (**opposite right**) in 1991. The same units were working different jobs at Fayetteville (**below**) on April 15, 1988.

betized *Official Guide* and its homespun "jitney" passenger service. That A&R spunk was apparent to Beebe, who wrote of the A&R's "charm of the improbable which derives from a highly solvent and briskly functioning railroad far off the beaten track of conventional commerce and travel."

Indeed, the A&R's remote location kept it little remarked, but the modern A&R still has appeal: Its headquarters, a two-story Federalist-style building in namesake Aberdeen, is one of the most impressive structures in town. The A&R keeps its diesels maintained for the short but tough 2.5% Bethesda Hill grade out of Aberdeen. The line's quaint steam-era shops — complete with a three-way stub switch — are located down the street from the sweet magnolia blooms and breathtaking mansions of Aberdeen where some of the homes belong to members of the Blue family, the A&R's only owner in its century of existence. In short, the Aberdeen & Rockfish is the kind of short line dreams are made of — with a hard-reality ability to survive and prosper.

KODACHROME: SANDY BURTON

One hundred years ago

It all started in 1892 with the construction of the railroad. But the origins of the line can be traced back almost another 100 years before that to the arrival of the Blue family, immigrants from Scotland. Settling near the present-day location of the town of Aberdeen, they acquired Moore County, N.C., farmlands and tracts of long-leaf pine trees that were as high as 120 feet. Such timber stands were well suited to turpentine collecting operations and logging. Following the Civil War, the future of the turpentine business in south-central North Carolina was assured with the construction in the 1870s of the Raleigh & Augusta Air-Line Railroad (a predecessor of the Seaboard Air Line), which would bring better transportation to the region.

One of the first sidings on the R&A in the area was called "Blue's," and it soon became a loading area for naval stores, an important product for a state with dense pine forests. The name of the siding was later changed to "Blue's Crossing," after Malcolm Blue, the largest landowner in the area.

In the late 1880s, Malcolm Blue's nephew, Civil War veteran John Blue, moved from nearby Cumberland County to Blue's Crossing, which was renamed Aberdeen (after the Scottish seaport) in 1887. This was about ten years after the Raleigh & Augusta had completed its line from Raleigh to Hamlet, where a connection was made with the Carolina Central, an east-west line between the coastal port at Wilmington and the inland trading city of Charlotte.

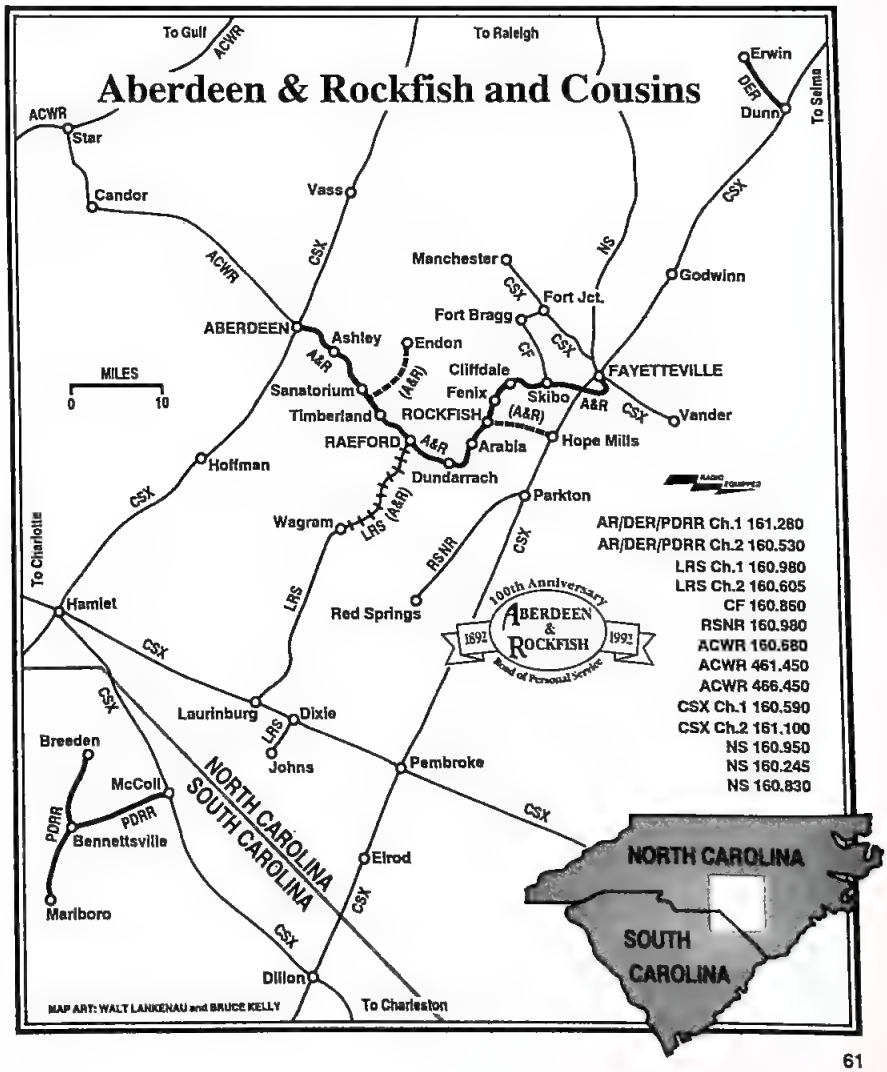
In 1892, John Blue organized the Aberdeen & Rockfish Railroad Company. Chartered June 22, it was authorized to run eastward from Aberdeen into the pine forests of the Sandhills region, a sandy area with high ridges covering about 1100 square miles in five North Carolina counties. The line's route was projected to pass through the rolling hills into Blue's native Cumberland County. The terminus given on the charter was to be along "the Rockfish Creek," hence the name.

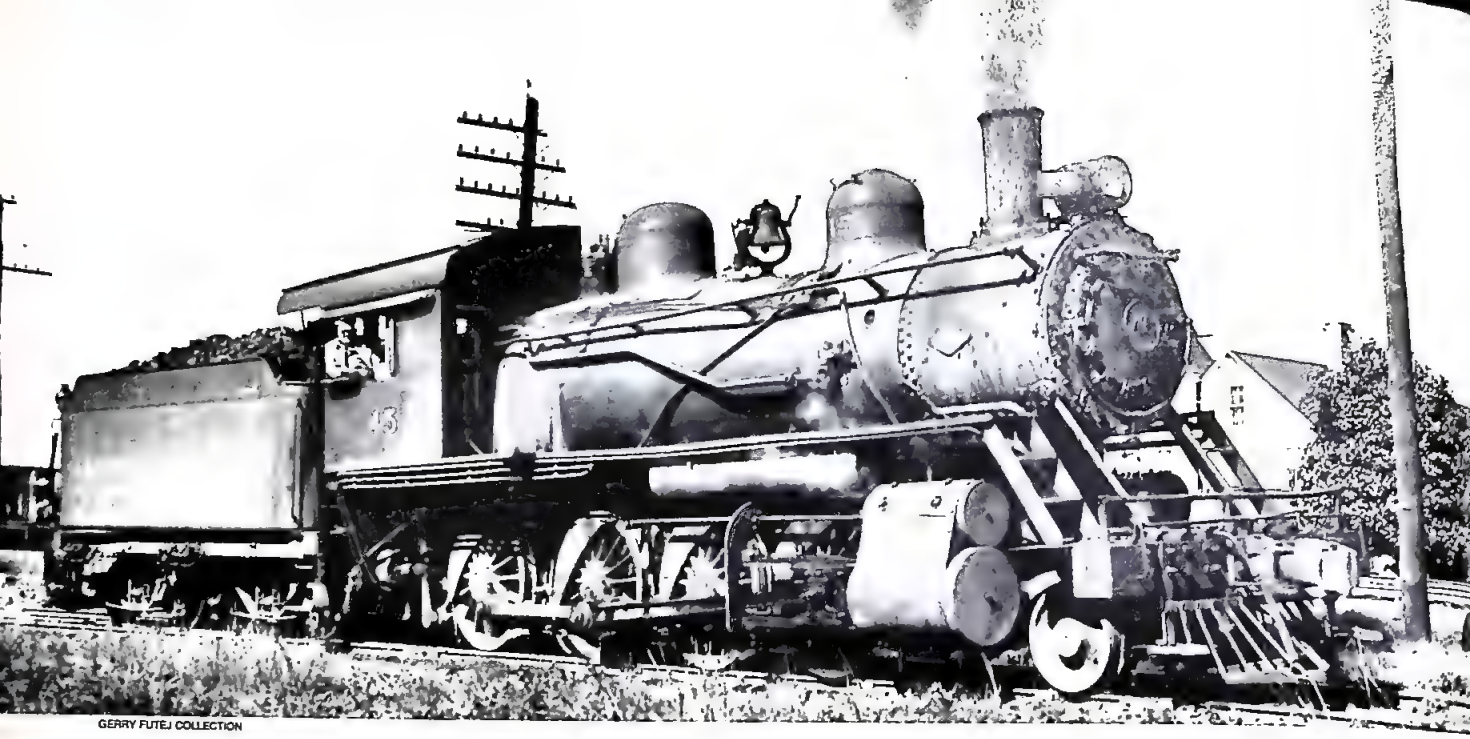
Soon the 40-pound standard gauge rails of the A&R were threading their way into the Blue family's "turpentine orchards," and tiny 4-4-0 locomotives were bringing back cargo that had once trundled through the woods on wagons. Short branch lines were extended to several areas to reach the timber, and by 1895 the line had reached "Endon," an aptly named mill community said to have had only three permanent residents and located at the end of the line near the Rockfish Creek.

Still, it wasn't enough for John Blue, who pushed the A&R further east through rural North Carolina communities: Raeford in 1898 (later the county seat of Hoke County after it divided from Cumberland County), Dundarrach in 1901, the community called Rockfish in 1902, Fenix in 1904 and Hope Mills in 1905. It is interesting to note that until 1891, when lumber mills were constructed at Hope Mills, this community was also known as Rockfish.

DOUG KOONTZ

Could it have been that this and not Rockfish Creek was the namesake terminus John Blue had in mind when he named the railroad? We may never know, for there are no records that speak to the matter, but it is possible. What we do know is that construction of





GERRY FUTEJ COLLECTION

the A&R to Hope Mills provided an eastern gateway with the Atlantic Coast Line Railroad's north-south main line and the potential to carry traffic from the mill at Hope Mills back to the Seaboard Air Line.

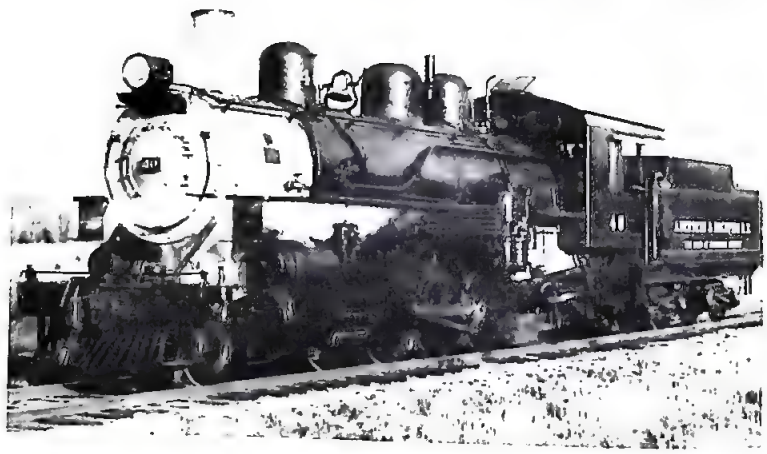
Expansion and redirection

In 1912, with most of the trees cut down and the turpentine business waning, the A&R abandoned its Endon line and used the rails to build a branch from Raeford south to Wagram. At about the same time the ACL-backed Laurinburg & Southern Railroad Company, another short line to the south and east of the A&R, was building a rail line north toward Raeford and Fayetteville, one of the largest trading centers in southeastern North Carolina. Had the A&R not built south to meet the L&S, it could have found itself stifled.

Seeing its halcyon days as a logger drawing to a close, the A&R began building its own line from Rockfish toward Fayetteville and an important junction with two ACL lines and the Norfolk Southern Railway's branch from Fuquay, near the state capital of Raleigh.

The late 1912 arrival of the A&R in Fayetteville led to one of the most fascinating legends in A&R history. Although correspondence from the period suggests otherwise, it is told that giant Atlantic Coast Line didn't think too highly of the upstart A&R coming into Fayetteville and siphoning off traffic that could be turned over to arch-rival Seaboard Air Line at Aberdeen. The story goes that the A&R had planned to cross the ACL at grade just south of downtown Fayetteville, and the big car-

VALLEY RAILROAD PHOTO / A&R COLLECTION



Aberdeen & Rockfish 2-8-2 40

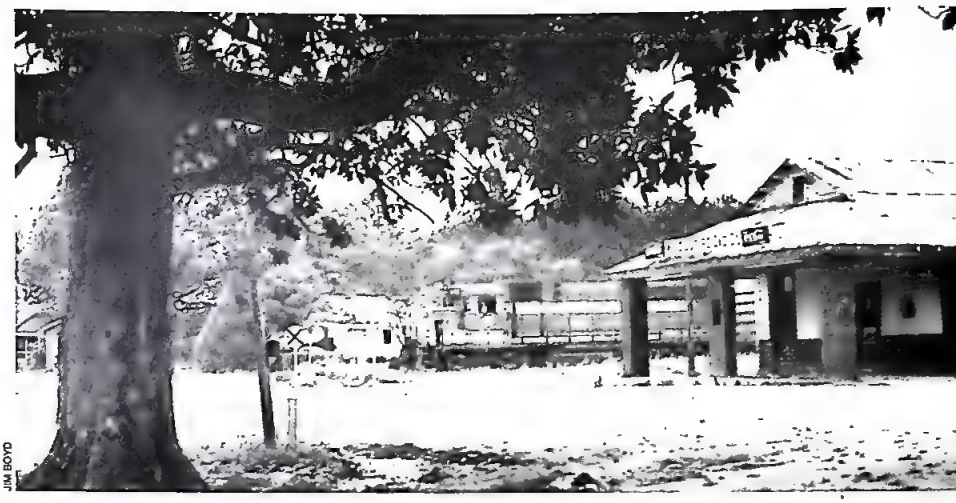
On the eve of the 100th Anniversary of the Aberdeen & Rockfish, it is appropriate to report that A&R 2-8-2 No.40 is presently nearing completion of an overhaul in the shops of the Valley Railroad at Essex, Connecticut. Having been sidelined for the last several years with a broken driver tire and other problems, the 40 is expected to be back on its wheels by the end of April '92, and VRR CMO J. David Conrad is working to have it completely rebuilt for the beginning of the 1992 season. It looks as if he'll make it.

Valley bought the 2-8-2 from the A&R in 1977. It went into service on the Valley but broke a driver tire early in the 1980s. Valley's former-Birmingham & Southeastern 2-8-0 97 held down the schedule reliably while the 40 was in the shop. When it appeared that a Chinese-built 2-8-2 would become a reality, repairs to the 40 became a lower priority as the immediate goal was to keep the 97 running. As the brand new 2-8-2 1647 entered service in 1990, the plan was to keep 97 as a stand-by and to complete the work on A&R 40. As it turned out, the VRR sold the Chinese 1647 to the NYS&W, a move which put ol' 40 back on the priority list.

So, in this 100th Anniversary year of the A&R, 2-8-2 No.40 will be back in steam for the 1992 season.

rier snubbed the short line's requests for a diamond. Undaunted, John Blue ordered his railroad built right up to the ACL's tracks on the west side and continued on the east side into Fayetteville. Then, late one night in December 1912, the A&R built itself a diamond. It seems the A&R loaded all of its track laborers, their tools and some rails, took them to the site of the ACL crossing and put them to work before the ACL knew what was happening. Apparently the work went quickly, and somebody knew the ACL's schedules, for no trains derailed during this operation — if, in fact, it happened this way. Seeing itself defeated, the ACL apparently didn't complain, according to the legend, although papers show ACL corresponding favorably in the fall of 1912 concerning the need for an interlocking for the A&R crossing. Nevertheless, the story stands to this day, and the A&R still crosses ACL successor CSX where they say the midnight rail gang did its work. The first train, a passenger run on December 23, 1912, reached Fayetteville with John Blue on board.

The arrival of the first A&R train captured the imagination of the people of Fayetteville. Here was John Blue, a Cumberland County country boy, back in his home county in command of an avenue of commerce; the Fayetteville business community was so impressed that in early 1913 it put on a special dinner honoring Blue. Said a commemorative booklet called *Farmer Boy to Railroad President*: "His career should be an inspiration to every boy who wants to make good in life, provided the boy is not afraid of the struggles and the hardships and the hard work that comes into the making of a strong character." Of course, there was a pitch to the readers of the booklet: "It would be so easy to route via SAL and A&R, and it would mean so much to this man who is one of you and who is doing so much



JIM BOYD

WOOD'S STORE "GAS & OIL" in Rockfish was closed on May 18, 1978, as GP38 400 passed by westbound, but it is typical of structures in the communities along the A&R.

100th Anniversary
ABERDEEN & ROCKFISH
1892 1992
Road of Personal Service

THE JIM SHAW PHOTO that inspired Don Wallworth's painting on our cover shows F3 200 westbound at Rockfish in 1956; Don moved the tree but kept the Virginian hopper. Consolidation No.45 **(opposite top)** is typical of A&R's steam power. The sole surviving A&R steam locomotive **(opposite inset)** is 2-8-2 No.40, which was photographed in 1977 on arrival at Connecticut's Valley Railroad.

JIM SHAW PHOTO / GERRY FUTEJ COLLECTION

to develop the country along his line, which in the long run means that he is helping Fayetteville."

With the completion of the Fayetteville line, the A&R line from Rockfish to Hope Mills was abandoned. The A&R now had an impressive list of connections, no less than five interchange partners. None of the on-line communities, save Aberdeen or Fayetteville, was of much industrial consequence at the time, but the country was a thriving agricultural area producing a bounty of crops. Cotton was the mainstay, but peaches and watermelons were important seasonal corps that found their way onto the rails of the A&R. By one estimation, there was a siding for agricultural loading an average of every 1½ miles on the A&R.

The A&R provided dependable freight and passenger transportation at a time when few good roads were available. The line was ready to capture the traffic, be it bridge line or local.

Passenger service at this time was provided by a daily train leaving Aberdeen in the morning, arriving in Fayetteville at mid-day and returning in the evening. In addition, a mixed train originating in Fayetteville operated on a schedule opposite the passenger train. One round trop was made a daily down the Wagram branch.

Hard times

Still, as is well recorded in the A&R's archives, some of the railroad's toughest times lay ahead. Federal control of the nation's railways through the United States Railway Administration during World War I was not kind to the A&R. Writing in the November 20, 1938, issue of the Raleigh, N.C., *News and Observer* newspaper, reporter C.G. Thompson summed up this period in the A&R's history: "While the larger trunk lines were tearing up their rails and installing new ones, buying up new rolling stock and engines to haul it and practically renewing all their physical properties at the government's expense, the A&R had to sit back with hurt pride and hope for crumbs that never fell.

"The roadbed went bad. Ties, rail and labor were scarce. Derailments caused delays and damaged cars that had to be repaired. Expenses piled up, customers scoffed at the service and became dissatisfied."

For a time it appeared the line might be sold to other interests. There was talk that the Virginia & Carolina Southern might buy the line, and the Laurinburg & Southern, which had wanted to build through A&R territory earlier, came calling. After much negotiation, John Blue sold the Raeford-Wagram line to the Laurinburg & Southern in November 1921, a deal that provided badly needed cash to keep the A&R going. To trim costs, the A&R did away with its Aberdeen-Fayetteville round trip passenger service, substituting a rail motor bus known locally as the "jitney" to handle mail and carry passengers.

Founder John Blue died in 1922, leaving to his children the task of rebuilding the A&R. Will Blue became president and chairman of the board of directors. One of his first major acts was to create a rail connection with the U.S. Army's Camp Bragg, which had been opened in 1918 as a field artillery training center. The military base took in some 200 square miles, including some of the old lands that had been logged in the years when the A&R was new. Even the area once occupied by the Endon branch became part of the military post. It was renamed Fort Bragg in 1922, and the Army had its own base railroad, the Cape Fear Railway, with which the A&R established a connection in 1926 just outside Fayetteville at Skibo (SKY-bo) Junction. This move, as we shall see later, proved to be extremely important for the A&R and the war effort during World War II.

Depression and war

The A&R seems to have taken the Great Depression in stride. The line was among the first in the country to buy trucks to provide door-to-door service from the railhead to off-line businesses, doing so in 1931. Three years later, when the city of Fayetteville decided to build a cargo terminal on the Cape Fear River, the A&R fulfilled a 20-year dream of a rail-water connection and extended its main line about 1.5 miles to the river. Though the distance wasn't great, the A&R's action provided the city with the last requirement needed so revenue bonds could be issued to pay for the project. The terminal, of course, became yet another source of traffic for the A&R, initially bulk oil shipments brought off Atlantic shipping lanes, up the Cape Fear and delivered inland from the A&R.

The A&R was no different from many of the nation's trunk railroads during World War II. Swamped with traffic, running around the clock to keep up with the demands for war materials, troop movements and civilian needs, the A&R put in a yeoman's performance. And it had to. During the war, the Fort Bragg base was expanded, and much of the materials for the new buildings and renovations traveled over the A&R. This level of activity necessitated the suspension of one of the longest-standing rules on the Blue family's railroad: A strict Presbyterian clan, they did not believe in running the A&R on Sundays. For the war, things changed while as many as five steam locomotives at one time were in operation to keep up with the flood of 18 and 20-car troop trains rolling doubleheaded across the Sandhills.

The war changed more than just the days the A&R ran. The sleepy Raeford depot, which had lost its place of importance with dwindling passenger traffic more than a generation before, got a facelift as a rest stop for weary service men riding the A&R.

Even *Time* magazine recognized the

Aberdeen & Rockfish Diesel Roster

ABERDEEN & ROCKFISH

NUMBER	MODEL	B/N	DATE	NOTE
200	F3A	4598	4/47	Traded on GP18 300
201	F3A	7811	11/48	Sold to RF&P 11/31/52 as 1111
205	GP7	14572	10/51	
210	GP7U	11592	5/50	Rebuilt by Wilson Ry. Supply 1989 from components of numerous units
300	GP18	28357	8/63	
400	GP38	34029	6/68	

PEE DEE RIVER

2486	CF7		1/75	Rebuilt AT&SF F7A 259C
2594	CF7		11/72	Rebuilt AT&SF F7A 209C
5081	SW9	11714	4/52	Ex-C&O 5081

DUNN-ERWIN

5072	NW2	10382	9/49	Ex-C&O 5072

KODACHROME, JIM SIX

importance of the A&R to the war effort. In its August 5, 1940, edition, *Time* declared: "Last week A&R had become a vital link in the U.S.'s national defense system. Over its contorted route moved tons of material to refurbish Fort Bragg...A&R's freight and passenger traffic to Fort Bragg was already up 15% over last year."

Some new 80-lb. rail was installed, and a 100-car yard was built at Skibo in a $20,000 improvement project. This was big time for the A&R, which still had to take a ribbing from Fort Bragg officials used to a bigger and more direct rail line and said so. A&R official Henry Blue pointed out the strategic benefits of the A&R's snake-like route: "Hitler's bombers couldn't hit it twice on a bet." They never did, of course, and years later Henry Blue would put the little line's contribution in perspective by noting that more than 1 million soldiers rode over the A&R during World War II.

THE BUILDER'S PHOTO of A&R GP18 300 was made at the EMD plant in La Grange, Ill., in August 1963, and the 300 still wears its now-weathered factory paint, as shown in March 1987 (**above**) as it headed east over a bridge just west of Fayetteville.

EMD COLOR PHOTO

Peace and diesels

The post-war A&R was aggressive. One of the first southern short lines to dieselize, in 1947 the A&R bought its first internal combustion locomotive from EMD, an F3 numbered 200. The line followed up with F3 201 the following year. During its early history, the A&R had had a varied collection of motive power that included a 2-4-0, 4-4-0s and 4-6-0s. Three light 2-8-2s and a 2-8-0 were the mainstay in later years, but now the A&R was to be one of the few short lines to own cab units. Interestingly, with the exception of the F-units, the A&R's motive power history in the diesel era is preserved intact and in operation today with GP7 205, GP18 300 and GP38 400 rotating through the shop, on the road job and in use on the Fayetteville switcher. The newer Geeps, of course, are preferred for the road jobs, but it is not uncommon to see the eldest Geep shoving a heavy train out of Aberdeen to the top of the grade at Blues Wye, just as its steam counterparts did 50 years ago.

Still, the old ways die slowly in the Carolinas. As late as 1977, the A&R still rostered one steam locomotive. Mikado No.40 remained at the Aberdeen shops for years, a sentimental favorite on the line and a curiosity that frequently traveled in tow to various A&R communities to participate in local festivals. The steamer was eventually destined to go on permanent display in Aberdeen, but in 1977 the locomotive and tender were loaded on two flatcars and shipped

KODACHROME: JIM WRINN

north to their new owner, the Valley Railroad of Essex, Connecticut, where it continues in service today.

Except for special troop movements to Fort Bragg that continued through the 1960s, A&R passenger service died when the "jitney" was retired in 1950. The only public excursions operated since then took place one weekend in October 1981 when the Old North State Chapter NRHS used three of its cars on a pair of trips over the A&R.

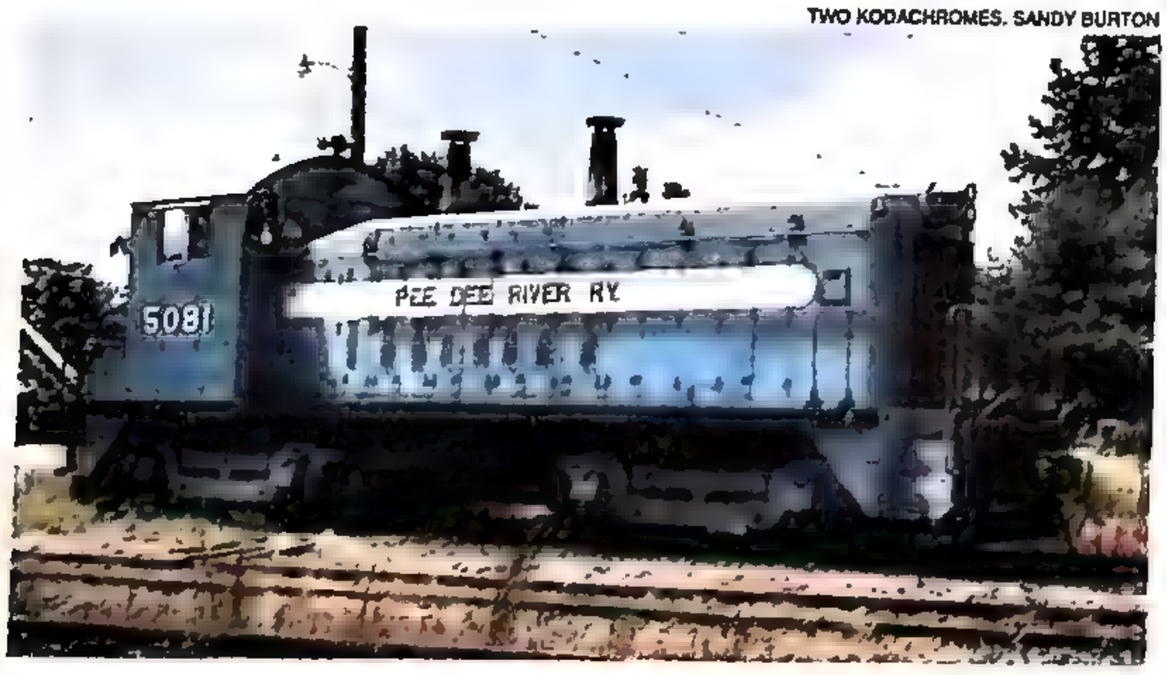
In modern times, the A&R fielded a fleet of boxcars painted in a light blue paint scheme with bright orange lettering and a handful of other freight cars, including gondolas bearing the line's slogan: "The Road of Personal Service." And until the early 1980s, A&R freights still carried one of two unique, homemade cabooses, complete with side door for less than carload freight.

The late 1980s brought more than rust to the flanges of the cabooses in Aberdeen. Things were changing to make the A&R a player in the growing business of running multiple short lines.

A short line empire

In 1987 the A&R got a new president well-known in short line railroading, and the line set about growing through the acquisition of nearby CSX branches. Ed lewis, whose resume includes the nation's oldest short line and biggest tourist carrier, the Strasburg Rail Road, and Vermont's legendary Lamoille Valley Railroad as well as the Twin States Railroad, came to the A&R in January 1987. Lewis, best known among rail enthusiasts as author of Kalmbach's *American Shortline Railway Guide*,

TWO KODACHROMES. SANDY BURTON



PEE DEE RIVER SW9 5081 was at Dunn, N.C., on May 26, 1991, working the Dunn-Erwin Railroad while sister NW2 5072, which is lettered for the Dunn-Erwin, was at the A&R shop in Aberdeen.

ABERDEEN & ROCKFISH Geep 210 was working with CF7 2486 at Bennettsville, S.C., on the Pee Dee River Railroad on March 24, 1991. The 210 was "kitbashed" by Wilson from five different Geeps.

didn't take much time to make an impact on the Carolinas short line world.

In October 1987, the A&R became the parent road for the Pee Dee River Railway Corp., a 15-mile line between McColl and Marlboro just across the border in South Carolina. Marlboro County purchased the line following CSX abandonment and leased the operation to the A&R's Pee Dee River subsidiary. Initially the A&R 205 went south to operate the new line, but a rebuilt CF7 painted in a simplified version of the A&R's turquoise and orange paint scheme has made its home in Bennettsville. Traffic on the Pee Dee line included pulpwood, fertilizer and other goods but has much expanded in the last two years following the opening of a $350,000,000 paper mill. The line now operates seven days a week.

In the last month of 1987, the A&R purchased the 5.6-mile long Dunn-Erwin Railroad, the southern-most stem of the former Durham & Southern Railway, which joined CSX predecessor Seaboard Coast Line in 1976. Although the line north of Erwin was abandoned, the short segment is still a vital connection for a denim plant in Erwin. An SW1200, assigned for a time to the Pee Dee River then transferred to the Dunn-Erwin line, picks up cars off the CSX interchange track in Dunn.

THE NEW PAPER MILL at Marlboro Mills, S.C., generates enough traffic for the Pee Dee River to require two "big" units like CF7 2487 and GP7U 210, shown on March 12, 1992. In May 1989 (**opposite top**) the 2486 was at the Aberdeen shop, behind its three-way stub switch. Caboose 309 (**below**) was westbound at McLain on February 17, 1976.

Operating the A&R

Regular operations on the A&R usually include two daily jobs: A road freight that leaves Aberdeen each morning and works its way to Fayetteville and back and a switcher in Fayetteville, which shifts cars to the many industries there. Typically one unit can roll the road freight across the undulating profile of the Sandhills area. The unit switches on-line industries in Raeford, including a large Cheseboro Ponds plant, which manufactures hair spray and gets cars of chemicals and alcohol. There is also a Burlington Industries textile plant which gets coal by the hopper car, and a grain loading siding just outside of town. Raeford continued to be a junction point with the L&S, although not as much traffic passes between the two railroads as it once did. Norfolk Southern hands off coal to the A&R in Fayetteville for shipment to a textile plant on the L&S, and the cars are exchanged in Raeford. The daily freight usually arrives in Fayetteville shortly before lunch time, where the Fayetteville-based switcher keeps busy serving a number of local industries, including Fayetteville Publishing Company's newspaper printing plant; resin manufacturer Borden, and, of course, River Terminal. The switcher and the road job usually exchange cars near the ACL diamonds, and the road job's return trip to Aberdeen is usually made in mid-afternoon.

The A&R is one short line that has been well conscious of its history. In Raeford, the A&R depot became a Chamber of Commerce office. In Aberdeen, one of the A&R's famous side-door cabooses, repainted and relettered, is now the "Main Street Development Office." And later this fall, the community will hold a Centennial party for the railroad.

Such thoughtfulness is the stuff good short lines are made of, especially one that calls itself the "Road of Personal Service." It's the kind of railroad about which Lucious Beebe might wax poetic today — and the kind John Blue would be proud to see reach its 100th year.

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KODACHROME 25 JOHN J. SCALA

LONG ISLAND RAIL ROAD has applied its 1960s vintage orange and slate gray livery to SW1001s 102 and 104 on an experimental basis. They are shown at the Morris Park engine terminal on March 25, 1992.

LIRR Tries the Traditional

John Scala sent us this intriguing photo taken on March 25, 1992, at the Long Island Rail Road's Morris park engine terminal. He notes that since the early 1980s, the LIRR has posted a sentinel of sorts by Harold Tower (directly opposite Sunnyside Yard, outside the East River tunnels into Manhattan's Penn Station) in the form of a set of "protect" engines. Previous winters plagued the LIRR with equipment problems that created the need for motive power to haul disabled m.u. trains out of the East

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River tunnels in the event of power interruption or equipment failure. In January 1982, the LIRR leased Amtrak E60 959 for this purpose due to its powerful tractive effort and non-dependence on third rail. The short loan of this unit revealed that a ten-unit m.u. train with locked brakes posed more of a problem from a brake system compatibility standpoint, and the E60 could itself become a victim in the untimely event of a power failure in the overhead catenary.

To resolve the problem, SW1001 switchers 101 and 105 were then converted to have m.u. qualities including M-1 style couplers on the cab ends and control stands to effect compatibility with the braking systems of the electric commuter car fleet. The twosome was a success, and with the advent of the new West Side Yard complex, the need arose for two more switchers to be similarly outfitted.

Enter SW1001s 102 and 104, with one slight difference. In a move toward reviving LIRR's colorful past, the two units were experimentally painted the 1960s gray and orange. At this time, no further plans exist to paint others, inasmuch as the railroad recently started repainting all locomotives and cab units in the new blue and yellow image. The 102 and 104 are complete with Dashing Dan heralds and resemble the old look as if the LIRR had never replaced it.

I saw the LIRR in the orange and gray on my first trip East in the mid-1960s and liked it very much. It was quite a disappointment when I moved to New Jersey in 1971 to discover that the LIRR had abandoned that livery and was embarking on two decades of increasingly uninspired paint schemes. I, for one, would love to see the orange and gray return. Now if we could get them to bring back the RS3s and FMs...

Hudson on the Ottawa Branch

In the June '92 MARKERS I was reflecting on the fantrip steam that had seen service on the CB&Q's Ottawa Branch in northern Illinois and mentioned that the famous 2-8-2 4960 had made its excursion debut on the line on December 28, 1958. I had remembered that as my first Ottawa Branch trip, but shortly after the issue went to press I was scanning some of my old 8mm movies and realized that my first trip on that line had been two months earlier on October 13, 1958 — and the motive power was not a 2-8-2 but CB&Q 4-6-4 3001! The movies showed that it was the 3001 trip and not the 4960 trip that was met by Illinois Midland 0-4-0T No.4 at Millington. The trip, sponsored by the North Palos Community Council, ran the branch only as far as Burgess Junction (just west of Sheridan but not shown on the June '92 map on page 56). Harold Edmonson's 1960 Illini Railroad Club paperback book *Steam on Q* indicates that the train turned on the wye at Burgess Junction, returned to Aurora and then headed west on the main line to Earlville, where it again wyed and scurried home to Chicago.

The 3001 had made only one other fantrip, which I also rode, on August 31, 1958, from Chicago to Mendota and then up the branch to Denrock and Barstow (Ill.), where a diesel took us on into Rock Island for a Mississippi River boat ride on the stern-wheel steamer *Avalon* (now the *Belle of Louisville*). The 3001

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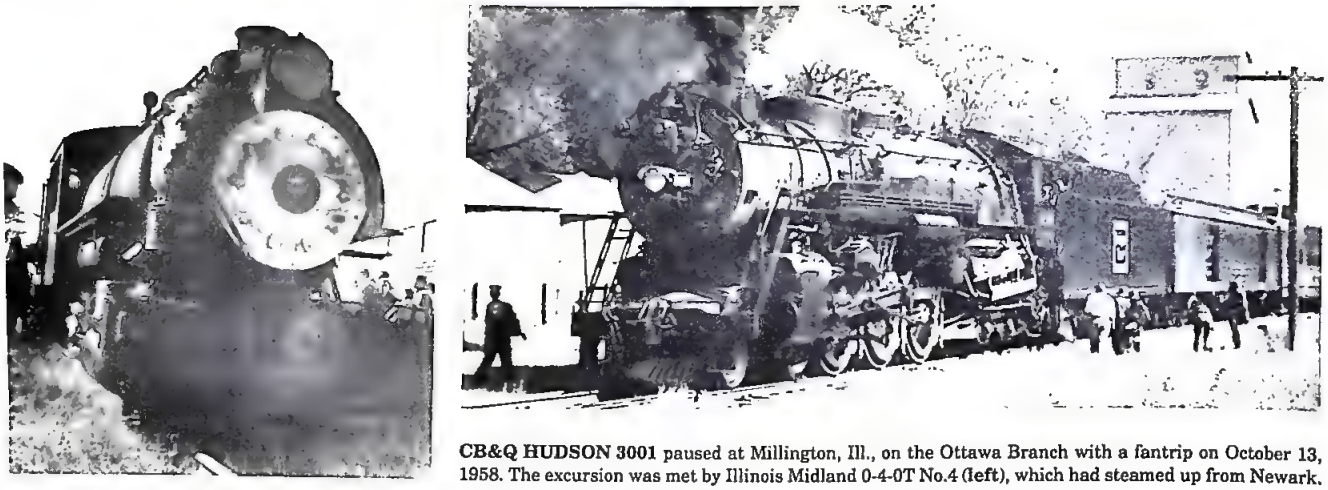

CB&Q HUDSON 3001 paused at Millington, Ill., on the Ottawa Branch with a fantrip on October 13, 1958. The excursion was met by Illinois Midland 0-4-0T No.4 (left), which had steamed up from Newark.

is on display today at the old CB&Q depot in Ottumwa, Iowa.

Only two other CB&Q Hudsons had done fantrip duty in the "post-steam" era, the 4000 with two trips out of Chicago in 1956, and the 3003 with a trip out of Chicago and one out of Minneapolis in 1957. The second 4000 trip, on September 2, 1956, featured the Hudson to Aurora, where 4-6-0 637 and a diesel took the train on down the Ottawa Branch to Streator and return. The 637 was recently moved to the Illinois Railway Museum.

And I still get into fights with New York Central and Lackawanna fans who think that their railroads had *real* Hudsons. They obviously never accelerated west out of Aurora behind a Burlington S4. One of those could eat a J3a for breakfast and burp up switch engines from here to Galesburg.

Scranton Gets Blasted

The destruction of the last block of buildings on Scranton's Lackawanna Avenue to make way for the new Lackawanna Mall

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became quite a spectacular public event. After being postponed for about two weeks from its originally announced date, the demolition took place at 10:29 a.m. on Sunday, April 5, 1992. A series of carefully calculated dynamite blasts caused the buildings to "implode" into a neat pile (page 73). One of the local television stations is even offering a videotape of the event (see VIDEOS).

Back in the fall of 1990, we knew that the "Industrial America" skyline behind the DL&W's Scranton yard was doomed, and the first "Photographer's Weekend" put on by the Park Service at the Steamtown National Historic Site on November 3, 1990, included an afternoon of runbys with CNR 2-8-2 3254 on the also-doomed "high line" DL&W passenger main with the skyline for a backdrop (Cover One of the February 1991 R&R). With those runbys, the Park Service made an important contribution to preserving the history of its own site!

While the political intrigues of the mall's creation and the subsequent rape of the potential Steamtown museum site with the bulldozing of the yard and "Chinese wall" passenger main will be debated forever, the irreparable damage to the city and yard are now an accomplished fact. Only the obvious and predictable boondoggle that will follow the mall's construction and inevitable failure remains to be played out over the next few years. It is somehow appropriate that the kind of "pork barrel" politics that got Steamtown into the National Park Service was the same kind of manipulation that got the once-dead mall project financed back to life.

Meanwhile, Steamtown has been making the 5:00 o'clock news and *Newsweek* Magazine as the nation's most outstanding example of the abuse of "pork barrel" politics. The April 13, 1992, issue of *Newsweek* carried a two-page excerpt from Brian Kelly's upcoming book "*Adventures in Porkland*," which

next month in RAILFAN & RAILROAD

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STEAM, DIESEL, ELECTRIC locomotive builder's and number plates, especially F-M Trainsmaster, Alco PA's, FA's DL109's, Lima-Hamilton, BLW cab units. Ron Muldowney, 52 Dunkard Church, Stockton, NJ 08559. 609-397-0293. 992

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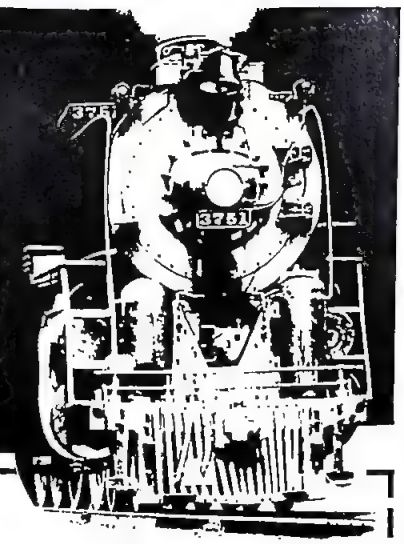

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paints Representative Joseph McDade as a "pug-nosed backroom dealmaker" with a "questionable ethics record" who got Steamtown into the park system through a "small classic in the annals of pork barrel politics." Of course he also mentioned the Canadian locomotives and Jack White's famous "third-rate collection" quote. He summarized the present situation by noting that the Steamtown project had "finally reached the point every pork-barrel congressman longs for, when he can cry to his colleagues, 'We've got too much money invested to kill this project now! Think of all the money we'd be wasting!'"

And if you can imagine the Smithsonian's Jack White and Geraldo Riverra on *"Now It Can Be Told"* exposing the backroom politics and Geraldo on a later (Good Friday) show awarding Steamtown top honors as the "Worst Example of Pork Barrel Politics." Of course, all of this is occurring while the Senate is yet to vote on the Steamtown funding bill.

Regardless of the publicity, Steamtown is continuing to "get its act together" and showing some real potential for intelligent development. The railfan's weekend, scheduled for September 18-20, is being handled by the Volunteers' Association (see TIMETABLE), who are planning a very interesting event. As I've said before, Steamtown cannot deny the circumstances of its creation, but it can prove the critics wrong by developing a valuable and attractive national park out of the rubble — political and otherwise.

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Scranton's Big Blast

KODACHROMES JIM BOYD

AT 10:29 A.M. on April 5, 1992, the skyline of Scranton's Lackawanna Avenue came down in a thunder of dynamite to make way for the new Lackawanna Mall behind the Steamtown site. The doomed buildings had been used as a backdrop for photo runbys (**top**) with CNR 2-8-2 3254 during the 1990 "Photographer's Weekend." The DL&W main line on the "Chinese wall" was also demolished to make way for the mall, which will extend out to the chain link fence in the photos. Steamtown's Reading T1 4-8-4 2124 was in the yard as the first charge lit off (**top right**) and the buildings began to implode and fall, creating an immense cloud of smoky dust (**bottom right**).

Railnews

KODACHROME: HAROLD A. EDMONSON

MILWAUKEE ROAD 4-8-4 261 posed for final photos on March 14 **(left)** before being torn down for its restoration in Wisconsin Central's former Milwaukee Road shops in Green Bay, Wisconsin. Shop power was used to illuminate the headlight. See page 46.

A&WP 4-6-2 290 led trips down River Street in Savannah, Georgia, on April 4 **(below)** during its visit from Atlanta with a New Georgia Railroad fantrip. See page 46.

KODACHROME: RICHARD D. FOREST, ESQ.

U.S. GYPSUM has finally applied new USG logos to its ex-White Pass & Yukon narrow-gauge Alco DL535s assigned to Plaster City, California, where the 112 was photographed on March 28 **(below)**.

KODACHROME: JOHN C. BENSON

KODACHROME: JIM WRINN

EKTACHROME: STEVE BROWN

HILLCREST LUMBER CLIMAX No.10 doubleheaded with Heisler No.91 over Mt. Rainier Scenic's Nisqually River Bridge in Washington state on April 11. See page 46.

THE "SALUDA SPECIAL" with Norfolk Southern C39-8 8651, a gondola and four private cars, crested the top of the famous 4.7% hill at Saluda, North Carolina, on March 21 **(right)**. Rail Services and High Iron Travel organized the trip, which was the first passenger excursion over Saluda in 20 years. The train ran one-way from Spartanburg to Asheville, making a number of photo runbys along the way. See page 46.

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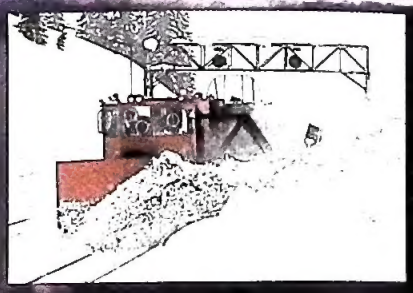

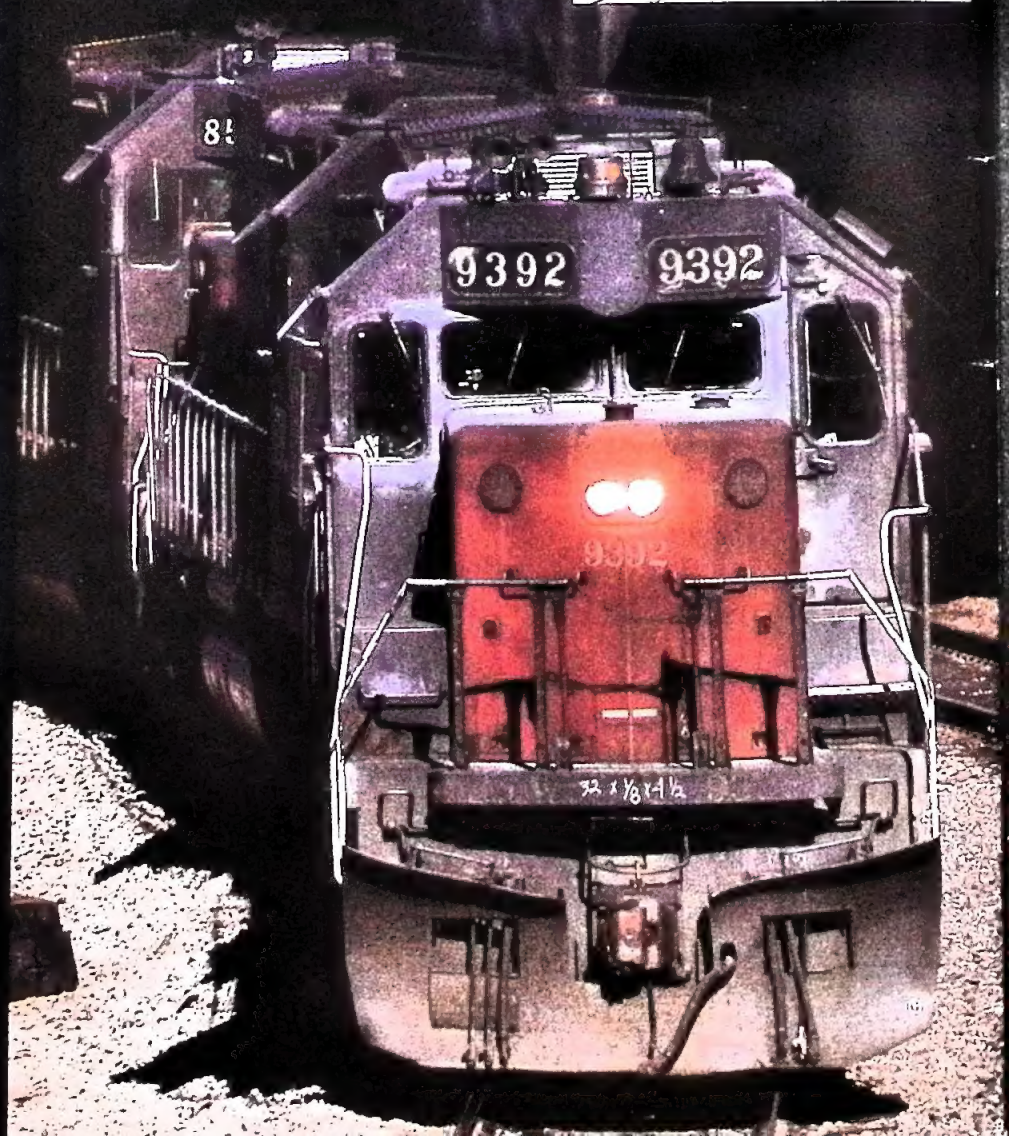

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